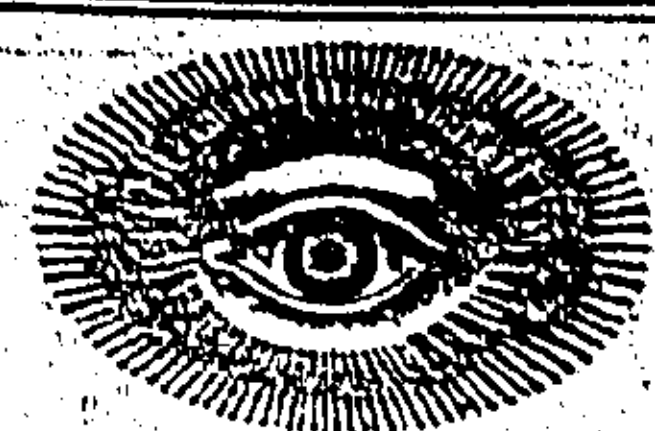


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Our London Letter.

CHINA THROUGH ENGLISH EYES. GOVERNMENT POLICY. BRITISH PUBLIC OPINION AND THE SOVIET GOVERNMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, February 23rd.
China and especially the safety of British nationals in that country continues to occupy first place in public attention. The subject fills the papers every day. Whatever may have been the faults in the past about keeping the British public informed regarding events in China—and the neglect was, indeed, serious—no blame can be laid at the doors of the newspapers in these days. The cables arrive with unfailing regularity telling of every move in the war game which has been going on for weeks past; and if John Citizen at home or in the train finds it a bit difficult to know who's who among Chinese generals, or to identify particular places with unpronounceable Chinese names, it must be said to his credit that he is manfully doing his bit to understand.

The chief stumbling-block so far as the average man is concerned is the sheer impossibility which he finds in grasping the fact that things happen in China in a way that they never happen elsewhere. He cannot conceive of people being executed for real or alleged crimes out of hand. For instance, this week we have long accounts of the Cantonese victory at Hangchow, and following that great activity by alleged agitators at Shanghai in connection with the general strike. The stay-at-home Englishman reads with amazement bordering on incredulity that at Hangchow looting was the order of the day, that at Shanghai strike pickets have been summarily executed by order of Sun Chuanfang, and that a veritable reign of terror has prevailed in the native city, with, probably, worse to follow.

The Hankow Agreement.
Sir Austen Chamberlain, the Foreign Secretary, took the House of Commons very fully into his confidence on the subject of China this week. He replied at considerable length to many Chinese questions, and also, replying to an "inspired" question asked by Sir Clement Kinloch-Cooke, of East Cardiff, read and explained the full text of the historic agreement signed on Feb. 19th by Mr. O'Malley and Mr. Eugene Chen, and the many diplomatic declarations and reservations that accompanied the signing.

Opinion in the Lobby afterwards was that the situation generally is easier, and that the agreement is a triumph for Sir Austen's cautious and consistent policy. It was pleasant to hear the cordial cheers that came when the Foreign Secretary stated that he conveyed to Mr. O'Malley and to Sir Miles Lampson his own thanks, and had assured them of his confidence and the confidence of the British Government in their ability to deal with a situation of truly extraordinary complexity.

China and Secrecy.
A certain amount of ridicule has been poured on a speech by Viscount Grey for his criticism of the Government policy in regard to China, especially as regards one point—namely, that the Shanghai Defence Force ought to have been dispatched "with less display and ostentation." Something of the same kind was said by a Labour peer Lord Haldane in the House of Lords on the first day of the debate on the address. He seemed to think that the secrecy with which the British Expeditionary Force was landed in France in August, 1914, should be the model for all military expeditions for all time.

But circumstances alter cases. It can be well imagined that nothing would have more startled the country or given it a deeper sense of the gravity of the situation than to have learned one day that, without anybody knowing anything about it, 10,000 or so of our best troops had been smuggled overseas and were due to land in China on a certain date. The point most stressed in this connection is that the troops sent to China are for defensive purposes and not for war. So why make a secret of it? To do so is unfair and unjust to the troops and to the country.

The Soviet Foe.
The anti-British activities of Soviet emissaries in China have now been so clearly established that it is not surprising public opinion is urging the Government here to end the Russo-Trade Agreement and (Continued on next column.)

TO-NIGHT

MOLLY KENNEDY

Owing to the abnormally large booking, "Molly Kennedy" will be produced on Saturday, April 8th, in addition to To-night and Friday.

EXTRATERRITORIALITY IN MANCHURIA.

JAPANESE PROTESTING AGAINST ABOLITION.

WHAT CHINESE COURTS ARE LIKE.

MURDER, March 23rd.
In view of reports to the effect that one of the points now in discussion between Mr. Yoshizawa and Dr. Wellington Koo concerns the question of extraterritoriality, and fearing that the Gwaimushu at Tokyo would give in to the Waichiao at Peking on this point, Japanese residents in Harbin have drawn up a protest-citing several reasons why they view with apprehension any suggestion of extraterritoriality being abolished.

Treatment of the Unprotected.
This document avers that "so long as the administration of justice in China remains in a state of backwardness, so long should the privilege of extraterritoriality as at present enjoyed, not be withdrawn. These Japanese in Manchuria declare that the way the Chinese authorities have handled non-extraterritorials in their jurisdiction has not only been unnecessarily and arbitrarily severe but has been marked with a bias in favour of Chinese litigants. Whether plaintiff or defendant, as the case of non-Chinese litigants, and, moreover, fines have been imposed upon members of the Russian and Jewish communities in Harbin with a frequency, and upon the slightest pretext that have left these people dazed and wondering what would happen next.

Encroaching on Other Rights.
Not only have the Chinese authorities been arbitrary when dealing with the Russians and Jews in and north of Harbin; they have even encroached upon the rights and privileges of extraterritorial citizens and subjects. The Japanese, for example, have witnessed the spectacle of detectives and sentries being posted at the entrances of Japanese banks and exchange shops for the purpose of intimidating those who had gone in to purchase or dispose of the Japanese yen. Then, too, Japanese plaintiffs have invariably received more satisfaction from the Chinese courts in such cases as Kirin and Harbin, and at interior points Japanese and Koreans have been treated as though they were subjects of non-extraterritorial powers.

The Chinese authorities in Manchuria have not shown any ability to dispense justice without bias, and so long as this state of affairs prevails, it would be the height of folly to relinquish the extraterritorial privileges merely because the Waichiao wishes it—North China Daily News.
break off our diplomatic relations with Russia. It is known that the Cabinet are divided on the subject. The majority are at the moment behind Sir Austen Chamberlain in desiring to let things remain as they are, but in the Conservative Party in Parliament to say nothing of opinion outside—there is a strong feeling that the time has come to put an end to the present situation. The subject has been under consideration at Cabinet meetings several times in the last two or three weeks. Whether any action is taken beyond sending a protest to Moscow remains to be seen; it will, I learn, almost entirely depend on the way things shape themselves in China in the immediate future. There is also a possibility that opinions of other Powers may be solicited to see whether combined diplomatic action might be taken against Moscow. The position is altogether unsatisfactory, from nearly every point of view. We are in open and outward relations of friendship with Soviet Russia, whose representatives are entrenched in London in the old Russian Embassy. The behaviour of these people in London is entirely correct; but as all the world knows their masters who pull the strings from Moscow are violently hostile to the British Empire all over the world, and are responsible for most of the anti-British manifestations in China.—H.B.

THE WEEK'S DIARY.

To-day.

Hong Kong Women's Guild and Ministering Children's League Annual Meeting, Helena May Institute, 11 a.m.
H.K.C.C. Tennis Tournament (details in sports column daily).
Tea Dances: H.K. Hotel, Hotel Savoy, and Cafe Parisien, 4.30 p.m.
Choral Evensong, St. John's Cathedral, 4.45 p.m.
Dinner dance, Cafe Parisien, 8 p.m.
"Molly Kennedy," at Royal Naval Canteen Theatre, 8.30 p.m.
Ladies' Night, European Y.M.C.A., Kowloon.
Queen's Theatre: "The Coast of Folly."
World Theatre: "Hands Up."
Star Theatre: "Story Without a Name."
Principal Mails:—Outward: U.S.A., Canada, etc., Europe via Victoria, B.C. (Achilles), 10.30 a.m.

Friday.
3rd Ordinary annual meeting Hong Kong and Territorial Estates Ltd., St. George's Building, 2.30 p.m.
H.K.C.C. Tennis Tournament (details in sports column daily).
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.
Dinner dance, Cafe Parisien, 8 p.m.
Social and Concert for members of H.M. Forces (Welshmen Sailors and Soldiers' Home, 8 p.m.).
"Molly Kennedy," at Royal Naval Canteen Theatre, 8.30 p.m.
U.S.R.C. dance, 9.15 p.m.
Queen's Theatre: "The Coast of Folly."
World Theatre: "Hands Up."
Star Theatre: "Story Without a Name."
H.K. Philharmonic Society present "H.M.S. Pinafore," Theatre Royal, 9.30 p.m.
Principal Mails:—Outward: Europe via Siberia (Carmarthen-shire), 8.30 a.m.

Saturday.
Football and Cricket: Details in Saturday's issue.
Fanning Hunt Steeplechase Meeting, Kwantung.
Chinese Club Annual Meeting, 3 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy, and Cafe Parisien, 4.30 p.m.
Dinner Dance, Cafe Parisien, 8 p.m.
Annual Dinner Queen's College Old Boys' Association: Queen's College Hall, 8 p.m.
Police Recreation Club dinner and dance, Hotel Savoy, 8 p.m.
"Molly Kennedy," at Royal Naval Canteen Theatre, 8.30 p.m.
Queen's Theatre: "The Coast of Folly."
World Theatre: "Hands Up."
Star Theatre: "Story Without a Name."
H.K. Philharmonic Society present "H.M.S. Pinafore," Theatre Royal, 9.30 p.m. (final performance).

Sunday.
Principal Mails:—Inward: Canada, U.S.A., etc. (Empress of Russia), Europe via Negapatam (Tuensang).
Outward: Europe via Marseilles (Kamo Maru), 9.30 a.m.
Golf: Kowloon Golf Club v. Junior Section (Happy Valley).
Royal Hong Kong Golf Club.
Yachting: Presented Cup for Cruisers.
Sacred Heart School 3rd annual Athletic Meeting, Hong Kong Football Club ground, Happy Valley.
Queen's Theatre: Massed Bands Concert, 9.30 p.m.
Monday.
H.K.C.C. Tennis Tournament (details in sports column daily).
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.
Dinner dance, Cafe Parisien, 8 p.m.
Hong Kong Dance Club opening dance, Lane, Crawford's Restaurant, 9 p.m. to 1 a.m.
Principal Mails:—Inward: Europe via Marseilles (Kamo Maru), 9.30 p.m.; U.S.A., etc. (Korea Maru, President Polk and President Taft).
Tuesday.
H.K.C.C. Tennis Tournament (details in sports column daily).
Tea Dances: H.K. Hotel, Hotel Savoy, and Cafe Parisien, 4.30 p.m.

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TRANSPORT.

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MR. L. C. F. BELLAMY'S INTERESTING PAPER.

WHERE ELECTRICITY IS NECESSARY.

A most interesting paper, "Urban and Suburban Transport," was read by Mr. L. C. F. Bellamy (Member Institute of Transport) before the Institute of Engineers and Shipbuilders last night. Mr. James Ormiston, Past President, occupied the Chair.

During the lecture a motion picture of the latest type of omnibus in use at home—a 35 seater levitating of 55 h.p.—was exhibited. At the conclusion of Mr. Bellamy's address, Mr. J. S. Gillingham said that during the past twelve months five or six papers had been read, and no one could accuse them of lack of variety. They had dealt with roads, gas, radio, motors, ships and locomotives. He should like to offer Mr. Bellamy the very sincerest thanks. (Applause.)

The chairman said he should like to endorse Mr. Gillingham's remarks. There was a good attendance.

URBAN AND SUBURBAN TRANSPORT.

In a little book entitled "Pegasus" Colonel F. J. C. Fuller says "The crucial problem to-day is movement in all its forms. If to-morrow you can move twice the speed you can to-day you will have twice the time at your disposal. It is not gold standards and other such humbug which produces wealth, it is work; and if, to-morrow, you have twice as much time to work in as you have to-day, your existing wealth will be doubled."

A grotesque feature about this is that street passenger transport in the down-town areas of our large cities is going the other way; it is becoming slower every year. Twenty years ago one did the journey from London Bridge to Euston in a half an hour in less time than one takes to-day in a taxi. The average speed of motor buses to-day along Fifth Avenue between 51st and 53rd Streets is 2 1/2 miles per hour.

This state of affairs is, to a large extent, due to an amazing tolerance which permits the choking of main thoroughfares by all sorts and conditions of vehicle, and under such conditions electricity cannot be a substantial aid to rapid transit on the street surface. Vehicles must go overhead or underground and it is a mere platitude to say that (excluding aircraft) this demands electric traction.

I am subdividing this paper into 4 sections, viz.: electrification of railways, London traffic, Urban transport, and American practice.

Electrification of Railways.

In England the Southern Railway has shown the greatest enterprise in this direction and I understand this line is now electrified as far as Guildford. The third rail system is used with multiple unit control. This merely means that electric locomotives are not used. Each train is made up of units comprising three coaches, the middle one being a motor coach, and the centre coach being a trailer. Each motor coach is fitted with two motors of no less than 275 H.P. each.

The rapid and smooth acceleration of the electric train coupled with the elimination of shunting operations at termini are two factors which will cause all suburban services round the great cities to be electrified in the near future.

The cost of electrification is not nearly so gigantic as is popularly supposed and need not cost more than £25,000 per mile of double track.

In both France and Spain railway electrification is going forward, chiefly with overhead equipment at 1,500 volts whilst in Japan the Government has commenced a scheme which involves the eventual electrification of some 9,000 miles of track.

London Traffic.

The Home Counties Traffic Advisory Committee report states:

"It is clear that until existing steam railway lines are electrified, no material improvement can be secured in existing facilities. Experience has shown that the capacity of a line can be increased from 100 to 200 per cent. by conversion from steam to electric working."

Tube extensions are probably the most important recommendations but the cost is enormous—about £1,000,000 per mile. It is, however, to tubes that we must look for an alleviation of the traffic congestion in our great cities.

Chiefly for the protection of the tubes and the tramways certain streets have been pronounced "restricted streets" and no additional buses will be allowed on them. It may appear strange that the Government should want to protect any particular public utility concern but it is because they have failed to do

(Continued on next column.)

ARTIST SHOCKS THE LADIES.

AMBASSADOR'S WIFE AS A NYMPH.

A great commotion has been caused in Rome by the prank of an artist, Signor Cadornin.

Recently he received a commission to paint the ceilings of the ballroom and dining room of a new and luxurious hotel. His design consisted of groups of females more or less in a state of nature, representing Venus, the Muses, Naiads, nymphs, etc. Connoisseurs agreed, says the *Central News*, that from an artistic point of view the paintings were of a high order, but each figure was found to be a portrait of a woman well known in Rome.

There were a princess and a duchess, the Marchesa "X," the wife of an Ambassador, and so on. When the hotel was opened some of these ladies made a protest.

Many of the ladies have decided to ignore the liberty taken by the artist, and others have decided that the figures would be so great that it would not be possible to move the people. If the trains went out of existence workmen's fares would disappear.

There is, in my opinion, only one alternative to unified management and co-ordinated control of all the London transport agencies and that is a London transport dictator. I go further and say that Lord Ashfield is the man for the appointment.

Urban Passenger Transport in Great Britain.

For the conveyance of passengers in our medium sized towns, there has now arrived a vehicle which is neither tramcar or motor bus. It has no petrol engine and it requires no rails. But it has rubber tyres and also a trolley pole (or rather two). I refer, of course, to the railless bus or trolley vehicle. It has very great possibilities and in several towns where the maintenance of the tramway track has become too onerous a burden it is supplanting the tramcar and the rails are being taken up.

In towns at home which are too small for tramways but where the Municipality run both the electricity station and the passenger transport undertaking trolley vehicles appear to be the ideal proposition. The acid test of any transportation system is its ability to deal with the "peak load." Where traffic is dense electric traction is not only desirable but absolutely necessary. In the cities of Birmingham and Liverpool the number of trams running in the off-peak hours is about 300 but in the morning and evening rush periods it is 700. This means that 57 per cent. of the rolling stock is lying idle for probably 20 hours out of the 24.

American Practice.

Most of the tram-cars in the large U.S.A. cities use trailers and as both have large standing capacity the American street "train" of two vehicles accommodates more than the usual British double-deck tramcar. Even when run as single units, however, their cars are exceedingly heavy and their passage over tramway crossings at street intersections is accompanied with very considerable noise.

In many of the smaller cities in America the "one-man car" system has been adopted for both trams and buses. This is because of the high wages paid over there.

All the double-deck buses operating in Cleveland are six-wheelers which are very favourably reported upon. I also saw some eight-wheelers but these are not in general use to any extent.

In China.

In conclusion one is tempted to compare transportation facilities in America with those that obtain in China which is said to have only 7,000 miles of railway and 11,000 miles of roadway. Whereas the United States has one mile of railway to every 360 persons China has only one mile to every 50,000 persons. In the U.S.A. there is one motor-car for every five or six persons but in China the figure is one for every 24,000 persons. In Great Britain there is a mile of railway to every 11 square miles of territory as against 1 to 330 square miles in China.

Rudyard Kipling has said:— "When a nation is lost, the underlying cause of the collapse is always that the cannot handle her transport. Everything in life from marriage to manslaughter, turns on the speed and cost at which men, things and thoughts can be shifted from one place to another. If you can tie up a nation's transport, you can take her off her books."

If and when China acquires a stable Government it is to be hoped that one of the first tasks to which it will give its attention will be the provision of roads and railways. Beasts of these vital traffic arteries China will remain like a giant stricken with paralysis.

BIRMINGHAM INDUSTRIES FAIR.

MOST SUCCESSFUL YET HELD.

HUGE BUSINESS OPENED UP.

It is officially intimated that the potential volume of trade which will accrue from this year's Birmingham Section of the British Industries Fair at Castle Bromwich may be in the region of £18,000,000 to £20,000,000.

This statement was made by the Management Committee when the Fair closed down. The actual orders placed during the eleven days of the Fair for immediate trade were conservatively estimated to value £4,000,000, and the trades which have done the best business are those engaged in the production of oil engines, collectors, pumps, electrical switch gear, lamp shades, aluminium ware, hearth furniture, sanitary equipment, and general hardware, Sheffield edge-tools, etc. 92,376 Visitors.

Over 32,000 buyers visited the Fair, together with 10,137 people who paid the public admission fee of 2s. so that the total number of people who passed through the turnstiles was 92,376.

"The most significant proof of success," says the Management Committee in the official statement, "is probably to be found in the numbers of applications and inquiries already received for space next year. Already some 90 per cent. of this year's exhibitors have notified their desire to have space again, and in many cases to increase it. These, added to the applications the committee have already received from firms not showing this year, but who desire to do so next, would appear to indicate that the bulk of the present space is already practically bespoken."

The committee goes on to state that the continuous effort of the Birmingham Fair is beginning to be felt, and it was now recognised that these annual trade exhibitions were going to play a vitally important part in the industrial development of the country.

Educational Value.

With regard to the admission of the public, the committee states that while it is determined to keep Castle Bromwich a trade fair only, and not to allow retail selling, it is proposed to continue the admission of the public, believing that it has an educational value, and that it stimulates demand for the latest appliances.

There was no mention in the official statement of the extensions of the Fair premises, which, it is believed, are contemplated for next year, but reference to this was made by the Lord Mayor of Birmingham at a luncheon at which members of the Sheffield Chamber of Commerce were entertained.

Alderman James said the time had arrived when it was necessary to take a long vision of the potentialities of the Fair, and when the City Council must identify itself with these endeavours.

New Psychology.

Another interesting point was raised by Sir Josiah Stamp, the president of the L.M.S. group. He said a new psychology was growing through the fact that so many people owned their own homes, and whose desire it was to make them more attractive. He thought if facilities could be extended for the attendance of these people without making the Fair another Wembley, it would "finger" up the distributive and allied trades in a remarkable way.

White City Section.

The White City section of the British Industries Fair closed the next day, and, as at Birmingham, a feature of the exhibition was the wide field of new business opened up.

Major Dennison, of the Dennison Watch Case Co., Ltd., Handsworth, said more actual business had been done this year, and he hoped it would have the effect of making the section more representative next year. There was a larger proportion of overseas buyers than in any former year since the boom year of 1920.

Similar satisfactory results were reported by Mr. Albert Carter, of Birmingham, whose total of actual business done is quoted as characteristic of the best records, and includes nineteen new connections.

THE OTHER HINDENBURG.

In these days when the personal and picturesque elements are absent from warfare and generals direct battles from high-powered motor-cars, it is strange to read of the death of Lord Allenby's charger, which he rode in Palestine during his brilliant campaign there, and later when he was High Commissioner for Egypt.

This horse was nearly eighteen hands high, and of immense strength, for Lord Allenby is no light weight. It is typical of the British attitude towards war that it bore the name "Hindenburg." They do not think this way in Germany, and that Hindenburg the man could ever have conceived a horse "Allenby" is quite inconceivable.

The most famous British charger was the great Duke of Wellington's "Copenhagen," which carried his master at Waterloo and lived on in honourable retirement into the eighteen-thirties. From a lane near Strathfield says his gravestone with an inscription, can be seen. *Evening Standard.*

THURSDAY
FRIDAY
SATURDAY

QUEEN'S

2.30, 5.10,
7.15, 9.20

GLORIA SWANSON

A Comedy of Merry-makers, Money-makers and Mischief-makers

THE COAST OF FOLLY

SPECIAL at 9.20

(By Kind Permission of Lt. Col. E. B. Ferrers, D.S.O., and Officers)

BAND OF THE CAMERONIANS

2.30
5.15

WORLD

7.15
9.15

Orchestra at 5.15 & 9.15

A Side-splitting Comedy of Love and War

HANDS UP

with

RAYMOND GRIFFITH

2.30
TILL
11.15

STAR

2.30
TILL
11.15

A Thrilling Drama of Wireless

THE STORY WITHOUT A NAME

Come and See this Film
and Win \$50.00

Queen's Theatre

Sunday, April 10th
at 9.20 p.m.

MASSED - BAND - CONCERT

By the Bands of

1st Bn. The Cameronians

(by Kind Permission of
Lt. Col. E. B. Ferrers, D.S.O., & Officers)

1st Bn. The King's Own
Scottish Borderers

(by Kind Permission of
Lt. Col. L. J. Comyn, C.M.G., D.S.O. and Officers)

Prices - - - \$3, \$2 & \$1.

OVER HALF A CENTURY REPUTATION
DR. LECLERC'S PILLS FOR THE
TREATMENT OF ALL THE
URINARY AND BILIOUS AFFECTIONS
GOUT, GRAVEL, RHEUMATISM, COLEMAN'S
PAIN, ST. LEONARD'S, OR FIVE PAIN
DR. LECLERC'S PILLS FOR THE
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URINARY AND BILIOUS AFFECTIONS
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BOUND VOLUMES of the HONG
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January to June, 1926.

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The AERTEX Cellular principle of fabric construction allows for the free circulation of even-temperature air next to the skin, stimulating and refreshing the tissues with fresh supplies of health-giving oxygen, preventing chills.

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GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.

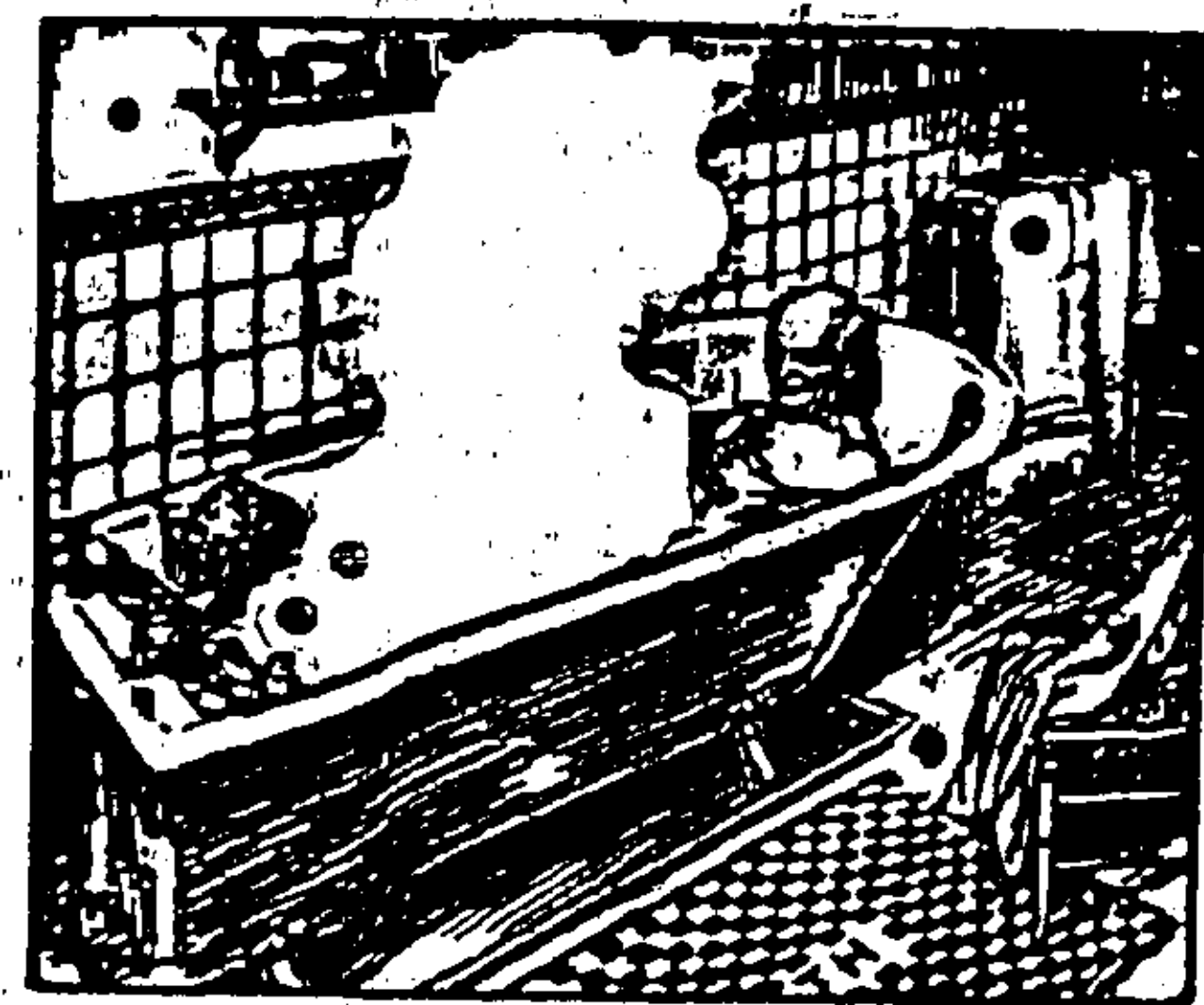


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A PIPING HOT BATH INSTANTLY

At any time of the day or night

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GAS WATER HEATER.

Easy to install. Economical to use.

On view at the Showrooms,

WEST POINT AND 16, DES VŒUX ROAD CENTRAL.

HONG KONG AND CHINA GAS CO., LTD.

ELBSCHLOSS BEER

The Best Beer ever Produced

SOLE AGENTS—

THE WING ON CO., LTD.

HATS OFF TO THE LADIES.

WAITRESSES AT THE Y.M.C.A. CANTEENS.

SOLDIERS HIGHLY APPRECIATIVE.

THRUSTING FOR "SCEPTICAL'S" BLOOD.

A correspondent, signing himself Sceptical, wrote to the *Daily Press* on Tuesday, questioning the policy of ladies of the Colony serving in the Y.M.C.A. Canteens and suggesting that if the question was put to the vote the soldiers and sailors would much prefer Chinese boys. Now the soldiers are thrusting for his blood.

Yesterday a *Daily Press* reporter saw a number of them in the big Peninsula Hotel which at present contains approximately 2,000 men of two regiments.

Several of the men were talking about it last night, said a soldier. They were "ribbing" about it, and wanted to find the man who wrote that letter. I am sick of the sight of Chinese boys myself," he added, "and I think it is fine to see British ladies in the canteen. I spent three years out here with the colours, and I had hardly got back into 'civies' again before I was called up in the Reserves for service in China. We shall be jolly glad to go back to Old England; and the ladies seem to bring it nearer."

That was a pretty good reflection of the opinion of the Middlesex Regiment.

"We like to see ladies behind the counter," said a burly Cameronian of the cookhouse, who is enjoying himself in Hong Kong. "Even at home we used to become rather tired of men. I and my pals are absolutely down on the chap who wrote that letter."

At the Peking Road Y.M.C.A. on Tuesday night a large crowd of Tommies were really very angry. "Fetch him, fetch him, Padre," they roared. "Fetch the man who said the ladies were not wanted."

"They would have half-killed him if he had turned up," said one man quite seriously. "A vote was taken, and the result was for, without a single 'nay'."

"We can talk to these ladies," said Tommy. "And we cannot talk to Chinese boys. Tell 'em about home, ye know, and ask 'em things. Now why didn't that man come along and say his say openly?"

"If the ladies did not come here, the men would not come either," he continued. "They would sooner stop at the Peninsula canteen. But it isn't like this. He eyed the cosy room, with its wicker easy chairs, newspapers, and jolly-faced soldiers. Something—perhaps it was a vase or two of flowers—seemed to bespeak the influence of feminine hands. That was what Tommy wanted; he becomes weary of the Spartan bareness of the barrack-room. It was, as a soldier had said, "More homely, and clean, and everything."

"Oh, that man would have got a soldier's talking to in here last night," remarked yet another patron of the Peking Road canteen. "We should all walk over to Hong Kong if the ladies were not here. I wish they would open the canteen in the morning. We would rather come than stay in the Peninsula."

"Yes," chimed in a second man. "We Regulars may be a hard lot in the barrack-room. But we know how to behave ourselves like gentlemen in front of ladies. And take it from me, every man-jack in the Cameronians—or any other regiment—would say the same."

The soldier, like the priest, must relieve his feelings at times. Kipling once wrote some lines that seem just to suit the case:

"We aren't no thin red 'eroes, and we aren't no black guards in barracks most remarkable like you." "And if sometimes our conduct isn't all your fancy points."

"Why, single men in barracks don't grow into plaster saints."

"Five years with the Colours—married—home job at 16s. a day; and now the 'King's Shilling again,'" said another Tommy. "Life would be dull indeed with only a Chinese boy to talk to—or curse."

One of the lady helpers remarked that although she had not been long engaged on the work, she had been made the confidante of more than one lonely soldier. "I have heard all about their home life and their sweethearts," she said. "They like to tell me—and I like to listen."

So carry on, ladies: you have captured Regiments.

These Institutes are really the clubs of the serving soldier, sailor or airman, and in every garrison town at home, will be found one of these Institutes for each unit or regiment, each Institute being complete in itself and comprises billiard rooms, reading, writing and card rooms, a library containing every current newspaper and magazine and concert rooms.

In these Institutes is also to be found a coffee and beer bar where meals are always available in great variety. These coffee and beer bars are in control of the N.A.A.F.I. and supervised by a working manageress—hence my previous remark that the N.A.A.F.I. had never heard of the N.A.A.F.I.

LETTERS FROM READERS.

The following letters also give a pretty clear reflection of popular opinion on the subject:—

"WE DON'T THINK SCEPTICAL IS FAIR"

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

SIR,—In reference to "Sceptical's" letter which was published in your paper of the 5th of April, I would deem it a great honour if you would kindly publish the opinion of myself and several of my pals.

In the first place we quite agree that the object in establishing branches of the Y.M.C.A. in different parts of Kowloon and Hong Kong, is to provide men on Defence Service with Home comforts, which they may enjoy with a perfect feeling of ease. In our opinion they have succeeded beyond expectations.

In the second place we don't think "Sceptical" is fair in comparing other Clubs with the Y.M.C.A. as regards the presence of ladies. If "Sceptical" does not feel at ease in the presence of ladies I can assure you that men of the Defence Force do.

In Great Britain where all Clubs and Canteens are run by ladies, the sailor and soldier feels at ease so why not in Kowloon and Hong Kong?

Charity is a very poor argument to use to try to get the ladies out of the Clubs. We don't suppose the thought of charity ever entered the heads of anyone else but "Sceptical." If he had called it loyalty on the part of the ladies of the Colony, he would have been nearer the mark.

Those ladies work voluntarily for the benefit of sailors and soldiers who came out on Defence Service, and we are very pleased to say their work is appreciated by all of us.

Probably "Sceptical" does not know, as the ladies do, that most of the Defence Force is composed of Reserve men, who in most cases, have left young wives and babies at home, besides losing a good job with little hope of getting it back again on their return.

Would not these young wives prefer that their husbands spent their spare time in a club that is run by loyal ladies of the Colony, than the "Elsewhere" that "Sceptical" mentions? We think so.

We should like to know what behaviour the Service men would enjoy in the presence of Chinese boys which they cannot enjoy in the presence of ladies of the Colony?

We should also like to know why the ladies should not provide Home comforts, if they wish to, to the men who have had to give up so much to come here, irrespective of the normal garrison.

In conclusion, we take our hats off to the ladies who have done so much for us since we have been here. Chinese service will never reach the same level as that of the ladies—Yours, etc.

RESERVIST.
Hong Kong, April 5th, 1927.

"VERY MUCH ADRIFT."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

SIR,—Being a member of the Shanghai Defence Force, recently arrived from England, I was rather interested to read "Sceptical's" letter in the current issue of your paper.

I am afraid "Sceptical" is very much adrift in stating that the troops will be ill at ease on finding they are served in the various Y.M.C.A.'s by the ladies of the Colony.

Doubtless he has never heard of the Navy, Army and Air Force Institutes, affectionately called by all serving men the "Naffy" after its initials—N.A.A.F.I. This Corporation, which is registered in England, is controlled by serving members of H.M. Forces appointed by the Admiralty, War Office and Air Ministry.

Its duties are to cater for everything required by the three services. At home, and in many foreign stations (as far East as Singapore) the N.A.A.F.I. have well-appointed and beautifully furnished Institutes which are for the exclusive use of Servicemen.

These Institutes are really the clubs of the serving soldier, sailor or airman, and in every garrison town at home, will be found one of these Institutes for each unit or regiment, each Institute being complete in itself and comprises billiard rooms, reading, writing and card rooms, a library containing every current newspaper and magazine and concert rooms.

In these Institutes is also to be found a coffee and beer bar where meals are always available in great variety. These coffee and beer bars are in control of a female staff employed by a working manageress—hence my previous remark that the N.A.A.F.I. had never heard of the N.A.A.F.I.

By helping in the Y.M.C.A., etc., my opinion is that some of the English ladies wish to show their appreciation to the Service men, so here's caps off to them and every man to whom I have spoken on the subject hopes that they will carry on. I take this opportunity of thanking them very much and of stating that if we blush when being served by them it is not through being nervous—Yours faithfully,

R. BURGESS.
Leading Telegraphist.
Kai Tak.

He makes a great mistake in thinking the troops will "be shy and on their best behaviour in front of ladies" for they have been accustomed to ladies serving them throughout their service; consequently there is no "novelty" in it as he states.

Further, I fail to see how the ladies of the Colony, by their generous voluntary service, can be said to be performing an act of charity. We, of the S.D.F., "take off our hats to them" and are proud to think they take so much interest in our welfare.

I hardly think it fair on "Sceptical's" part to bring the permanent China Fleet and Hong Kong Garrison into the argument, for in normal times the Y.M.C.A. is very little used by them, as I have it on good authority such places as the Soldiers' and Sailors' Home and the Seamen's Institute are used much more extensively; the Y.M.C.A. being used to greater advantage by civilians.

Certain parts of "Sceptical's" letter have not interested me, but I had to refute his statement that being served by ladies was a novelty to the troops, yet I agree with him that the subject is of interest as far as Hong Kong is concerned and should like to see the views of others given in your esteemed paper.

—Yours faithfully,
W. G. RAWLINGS.
Kowloon, April 5th, 1927.

A WAR CANTEEN WORKER'S EXPERIENCE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

SIR,—Whether the troops appreciate ladies serving in the Y.M.C.A. Canteens depends upon the ladies. The following types are not appreciated:

1.—The flirtatious mix.
2.—The stiff and haughty.
3.—The motherly and interfering.

Whoever it may be, a lady or a "boy" who serves behind the counter is there primarily as a vendor; once the articles have been passed over they should have no further interest in the purchasers. The men go to the Y.M.C.A. to read or to write letters, and not to flirt or to be "mothered," or "improved."

The question is, is it more pleasant for the men to be served by a charming lady, and to feel that it is an expression of thanks and appreciation for the protection they are affording us, or to pay a little more and be served by boys? No lady would want to spoil their free time by being censorious, and it seems to me a little ungracious to presume that censure would be called for.

I served behind a canteen counter for several years during the war, and I can assure your readers that neither I, nor any other waitress, had time either to flirt or to be a "restraining influence." Though occasionally the men helped us behind the scenes which was perhaps another matter—Yours, etc.

WAR WORKER.

"TO PUT THE LID ON."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

SIR,—Having read "Sceptical's" letter, I beg to ask him exactly what he means by

(1) "That an uncomfortable feeling of restraint falls upon Service men, a feeling that they must be on their best behaviour instead of being natural when served by English ladies." Does he mean to imply that the Service man is ill mannered when served by native boys, or does he class him as an ignorant person?

(2) "The Service man will feel shy." I beg to inform him that I have talked quite a lot to my brother and sister without feeling shy and I'll guarantee even blushing and I will guarantee their education and manners are equal to the ladies who serve in the canteens, etc., and I have met a great many similar cases.

To put the lid on everything he states "A Service man will feel more at ease and natural if his wants and needs are served by Chinese boys." Whether I was served by an English lady or a Chinese boy my manners would be the same and I should be polite to both, believing that civility costs very little.

By helping in the Y.M.C.A., etc., my opinion is that some of the English ladies wish to show their appreciation to the Service men, so here's caps off to them and every man to whom I have spoken on the subject hopes that they will carry on. I take this opportunity of thanking them very much and of stating that if we blush when being served by them it is not through being nervous—Yours faithfully,

R. BURGESS.
Leading Telegraphist.
Kai Tak.

NEW MODEL VICTROLA

No. 1-70.

BIG VALUE LOW PRICE

Come and hear it

S. Moutrie & Co., Ltd.

"PRESIDENT JACKSON" DELAYED BY HEAVY WEATHER.

THREE DAYS BEHIND SCHEDULE.

WHO'S WHO ON BOARD.

Encountering heavy weather in the Pacific, the *a.s. President Jackson*, arrived here yesterday morning three days behind her scheduled time. She is due to leave here for Manila early this morning.

The liner brought quite a fair number of passengers for this port, and has on board 22 first class passengers for Manila. She also brought 2,300 tons of general cargo for this port and 3,000 for Manila.

Prominent Passengers.

The following were some of the prominent passengers disembarked here and bound for Manila:—

Mrs. P. E. Bousfield, wife of a well-known tea exporter of Tokyo, now en route to London, and Masters E. C. Bousfield and R. D. Bousfield.

Mr. R. M. Johnson, representing the U.S. Shipping Board at Yokohama. On one of his frequent business trips to Hong Kong.

Mr. Raymond Lanctot, en route to Saigon, to assume the post of American Vice-Consul in that City.

Mr. and Mrs. Grant Pelton, a prominent official with the Automatic Telephone Company of Chicago. On a business trip to China and the Philippine Islands.

Mr. George Pollard, representing the Pacific Coast Biscuit Company of Seattle, Washington, making one of his annual trips to the Orient.

Mr. M. Yamawaki (with his wife and two daughters), a well-known merchant of Kobe, on one of his frequent business trips to South China.

Mr. and Mrs. A. C. Aubrey. Mr. Aubrey is a representative to the Wilbur Overland Corporation in the Orient, on a business trip to South China.

Mrs. L. Basset, Master L. Basset, Miss Basset and Miss Darrah. Residents of Shanghai, making a short pleasure trip to Hong Kong.

Mr. T. J. Evans, a business man of Shanghai, making one of his regular trips to Hong Kong.

Mr. W. J. Gorman, a business man of San Francisco, returning from a pleasure tour of the Orient.

Mr. H. Bell, booking representative for the Wilbur players of New York.

Mr. J. E. Henry, Oriental representative of the Rogers News Service, returning from assignment at Hankow and Nanking.

Mr. A. C. Rozario, a resident of Hong Kong returning from a short trip to Shanghai.

Mr. K. Sorenson, China representative of the Ford Motor Company, with headquarters in Shanghai, on a business trip to Hong Kong.

Miss B. Thompson, a resident of Shanghai, en route to Hong Kong.

S.P.C.A. WORK OF THE INSPECTORS. REPORT FOR MARCH.

The combined report of the work of the Inspectors of the S.P.C.A. for March is as follows:—

Transport.

Poultry, crates 2,139
Poultry on trucks and lorries, loads 187
Poultry in junks 188
Poultry by rail, crates 30
Pigs in junks 2,138
Pigs on trucks and in baskets 1,918
Pigs by rail 15
Cattle in junks 378
Cattle ashore 230
Horses in junks 5
Sheep and goats 2
Cages of birds 2

Imports.

Poultry, crates 4,021
Pigs 18,192
Cattle 2,567
Sheep and goats 1,012
Cages of birds 96
Baskets of frogs 46
Rabbits 16
Cat 1
Owls 1
Ponies 11
Dogs, Taipei market 25
Cats 6

Exports.

Poultry, crates 158
Pigs 15
Cattle 403
Ponies 14
Sheep and goats 208
Cages of birds 61
Monkeys 16
Dogs 5
Boa Constrictor 1

Visits.

Markets 102
Birdshops 32
Dogs home 68
Dogs shops 50
Pig pens, Yauwattai 4
Railway stations 19
Landing places 7
Poultry depots 114
Cattle depot 25

Miscellaneous.

Ignorant, cruelly cases corrected 11
Markets watched, times 53
Ferries watched, times 63
Case investigated, Hawk-ing Siamese cat 1
Dogs received in home during month 35
Dogs claimed in home during month 8
Dogs sold in home during month 9
Dogs died in home during month 4
Dogs destroyed in home during month 22

THE WILBUR PLAYERS.

The Wilbur Players, coming to the Star Theatre on April 12th, have made a great reputation for themselves in American theatres. After playing two years at the Casino Theatre in San Francisco, the company, almost intact, went to Honolulu, U.S., until that time a few weeks had been the longest engagement of any dramatic company in Honolulu. The Wilbur Players opened at the States Theatre, and following each week with comedy after comedy made a record that has astonished theatrical managers in the United States.

For sixty-four weeks after its company appeared in play after play, always before packed houses. The press notices were very flattering, and the company was accepted as "Honolulu's" own, being constantly feted and entertained.

While comedies were generally given the company often branched off for a week into serious entertainment. Among some of the plays produced at Honolulu and which have been included in the repertoire for the Oriental tour, are:—"Rain," "Abie's Irish Rose," "The Rosary," "Do You Wish to Pay," "The Whole Town's Talking," "Cappy Ricks," "The High Cost of Living," "Spooks," "The Deacon," "The Family Upstairs," "Why Men Leave Home," "The Girl From Childa."

THE TROUBLE AT AMOY.

RESULT OF BOATMEN'S STRIKE.

PORT CLOSED.

The cable published yesterday announced briefly that the Port of Amoy had been virtually closed by the action of pickets who had been posted by the Seamen's Union at the Customs House.

Amoy has been remarkably free from all labour troubles during the recent disturbances and this is practically the first time there has been any serious dislocation of trade. No details regarding the position have been received but it is inferred that the Seamen's Union have taken their present action as the result of a breakdown in the settlement of the boatmen's strike. As reported in the *Daily Press* on Monday the boatmen declared a strike on the previous Saturday, demanding a flat increase in wages. It was announced then that men earning less than \$30 a month had been promised an advance of 50 per cent, and men earning more than \$30 a month, an advance of 30 per cent, and it was generally thought that this settlement was considered satisfactory. Apparently, however, there has been a hitch somewhere and the closing of the Port is the result. One demand was that no man should be discharged without the consent of the Union. This possibly may have led to difficulties.

A strike of all boatmen in Amoy will naturally cause the greatest inconvenience and many business men will find it extremely difficult to reach their offices.

IN CANTON.

The coxswains and engineers of all the small craft in Canton waters are now negotiating for increases in wages, but there has been no threat of a strike and it is not anticipated that matters will be forced to that extent. It is generally hoped that an agreement will be reached, but the trouble seems to be the lack of any definite policy on which to work.

All the owners of small boats, irrespective of nationality and including Chinese companies, have been approached on the subject, and in almost every case the requests vary. The men are paid on different scales. Wages range from \$13 a month for the average sailor to \$70 a month for a competent coxswain. One firm may have been in the habit of paying a stated sum in the event of certain eventualities; another firm may have been accustomed to pay half the amount. In each case a percentage increase is asked for.

One demand common to all applications for a revision of employment agreements is that only union men shall be employed. Compensation is asked for in cases of disablement whilst on duty and for the loss of valuables and other property as the result of piracy. Compensation for disablement which has resulted from accident whilst on duty is usually paid. Other questions being discussed concern overtime, payment for night duty and Sundays and on certain national holidays.

Some men wish to have their wages scale based on the diameter of the engine in the boat in which they are employed.

"Moderates" Come Out—For An Hour.

Canton's electric light and water supply services were suspended for over an hour on Tuesday afternoon while a parade of mechanics demanded that the "Reds" who had assassinated several members of Canton Mechanics Union in January last should be brought to justice. Upon the assurance of the Kwangtung Kuomintang Executive Committee that this matter would be immediately taken up the petitioners, who numbered over 2,000 quietly dispersed.

(Continued on next column.)

NIGHT STRUGGLE ON SAMPAN.

ARMED ROBBERY CHARGE DISMISSED.

The charge against four Chinese of armed robbery, which was adjourned on March 25th, resulted yesterday at Kowloon Magistrate's Court in the dismissal of the defendants for whom Mr. D. McCalmum and Mr. O'Donoghue appeared. There were originally two charges—of armed robbery and possession of arms—but His Worship said that only the former would be dealt with.

Police evidence was that on March 1st the defendants were charged and cautioned at No. 2 Police Station. Each man made a statement. One of the statements was to the effect that the motive of the assault was to exact revenge for a blow struck during a quarrel.

A Chopper was Alleged to Have Been Used.

The daughter of the complainant said that her family, who lived on a sampan, consisted of four adults and six children. On February 24th she was awakened at about 2 a.m. by an uproar overhead. She did not see anyone, but heard her mother calling "Save life—save life." Her sister tried to get on deck, but a man put his hand over her mouth, pushed her back and closed the hatch. When the alleged robbers had gone, she went up from below and found her mother in the water.

Witness continued that her sister shouted "Father is in the water holding on to the rudder." When he was brought out he was found to have a wound on the forehead.

Two long daggers, a chopper, and an electric torch were then produced, and witness said she had never seen any of them before, they did not keep such things on the sampans. She did not know the defendants.

One of the defendants giving evidence said that there had been a fight on the sampan, and he and his colleagues went on board to make peace.

It was stated that no weapons had been found on the defendants. Mr. McCalmum submitted that there was not sufficient evidence to commit the men for trial on such a very serious charge.

His Worship agreed and the defendants were discharged.

Ship owners in Canton are protesting against the ship property tax in aid of the Kuomintang war chest. The manner in which the tax is collected has also aroused hostility and there is a threat that unless the Kuomintang Ministry of Finance modify the present methods of enforcing this tax, all large vessels on Canton waters will suspend operation. The Kuomintang war chest, it is complained, receives only a small portion of the revenue, while the syndicate to whom the tax is farmed makes from 300 to 400 per cent. profit out of their deal.

The proposed mass protest against the British "massacres" of Chinese in Nanking and at Bias Bay has now been fixed for April 12th. In the day time a meeting will be held at East Parade Ground and in the evening, a procession will start from the Sun Yat Sen University.

The First Convention of Postal Employees at Hankow is to work "against imperialism and for the complete control of the system by Chinese."

POLITICS.

(FROM OUR CHINESE CORRESPONDENT.)

In view of the inability of the militarists of the Kuomintang in Canton to afford any protection to East River shipping, the junk owners are again asking for the privilege of arming themselves against pirates and bandits.

A report circulating in Canton is to the effect that the much-talked-of Mr. Wang Ching Wei has never been abroad, but has been quietly living with a friend in Amoy since his virtual exile from Canton.

Followers of the "Prince" clique strongly deny that their leader, Mr. Sun Fo, has been forced to resign from his posts in Canton. They state that Mr. Sun has resigned voluntarily. Mr. Chen Pao Tso, a brother-in-law of Mr. Wang Ching Wei, will succeed Mr. Sun as Kuomintang Commissioner of Reconstruction, and Mr. Ly U Sang, will become Chairman of the Canton Municipal Council.

The report that Mr. C. Y. Chen Kio Woon, Municipal Treasurer of Canton under Mr. Sun's Mayoralty, was executed on April 1st somewhere along the Yangtze Valley has not been confirmed, and it is believed by followers of Mr. Sun that it will prove to be unfounded. There is a great deal of propaganda and political intrigue in Canton now-a-days and the report is denounced as part of a scheme engineered by those who wish to see the downfall of the "Prince" and his supporters.

A WARDER'S DEBTS.

SUED BY INDIAN MONEY-LENDER.

SIGNED FOR FOUR TIMES AMOUNT BORROWED.

USUAL CUSTOM TO SIGN FOR DOUBLE SUM RECEIVED.

A European warder was the defendant in a case which came before the acting Puisne Judge (Mr. P. Jacks) at the Summary Court yesterday. The proceedings were a sequel to a loan obtained from an Indian money-lender, whom the defendant approached in dire need, and to obtain the money he declared that he signed a bond for four times the amount handed to him. Under a regulation specially designed to protect lower ranks of Civil servants the entire claim was dismissed.

Plaintiff was represented by Mr. A. el Arculli, and defendant conducted his own case.

The name of the plaintiff was Sawn, and he stated that he lent money to the defendant, Mr. F. C. Barlow, under three promissory notes, but as he was a Civil Servant he could not by a local Ordinance be sued unless his salary was over \$200 per month. The defendant, according to plaintiff, represented that his salary was \$300. Plaintiff later found that defendant's salary was less than \$200 and as he could not sue for the money owing under promissory notes, he claimed \$340, the amount said to have been actually paid to the Warder, as damages, sustained through false representation.

The plaintiff said on August 1st last year he advanced \$200 to the plaintiff, and, following the usual custom, he signed for double that amount, \$400. On October 1st, defendant signed for \$80 and received \$40, and on November 3rd, he signed for \$300 and received \$100. Altogether on the three notes defendant had actually received \$340. Plaintiff added that the defendant put down his salary as \$220 on the notes, and signed them.

The defendant admitted that his salary was actually less than \$200, but said he told the plaintiff so. The latter would not advance the money until he had signed his salary as \$220.

Replying to his Lordship, plaintiff said he had lent money to warders before.

His Lordship:—Well, you have a pretty good idea as to how long he has been in the Service!

Plaintiff:—He told me he had been in the service for over five years and that he was earning over \$200.

His Lordship pointed out to the plaintiff that he had taken the defendant's word and had not made any enquiries. The defendant, in the witness box, said he only actually received \$230. He liquidated an old note for \$50 by signing for \$400, for which he received another \$40, making \$80 altogether. On another note he signed for \$80 and received \$40, and on the third he signed for \$200 and received \$50. He said he could not remember the date of the remaining \$50. He told the plaintiff his salary was only \$180, but plaintiff made him sign it as \$220.

Did Not Count.

His Lordship:—Why did you write \$220 when you were only receiving \$180?

Defendant:—Oh, he said it would be all right, and was only a matter of form.

Replying to Mr. Arculli, defendant said he was in debt to the extent of over \$1,000, some of which was due to another money-lender. He admitted there was a regulation prohibiting warders from borrowing from money-lenders, but said that he did not know about the Ordinance.

His Lordship said that the plaintiff knew that he was dealing with a warder, who was in receipt of a fixed salary, and he knew the plaintiff could have made further enquiries, and he was not satisfied that the plaintiff had taken sufficient precautions.

Mr. Arculli replied that he could not very well have obtained reliable information except from some European officer, and it was impossible for him to approach such an officer. The defendant according to his story must be a very innocent man who signed anything he was asked to sign and only received a quarter of it.

The Judgment.

His Lordship replied that he considered the plaintiff should have made further enquiries. He was an old hand at the game. Until people were on their beam ends they did not approach money-lenders and then they would sign anything because they must have the money. Although it seemed difficult on the face of it, there were ways of finding out what the defendant was earning, and he did not think sufficient evidence had been submitted to justify him awarding damages. His Lordship therefore gave judgment for defendant.

MILITARY WEDDING.

K.O.S.B. OFFICER MARRIED.

INTERESTING CEREMONY AT CATHEDRAL.

A very pretty wedding, and one of considerable interest in local military and naval circles, took place at St. John's Cathedral yesterday afternoon.

The bridegroom was Captain Patrick C. Perfect, of the 2nd Battalion, King's Own Scottish Borderers, and Honorary A.D.C. to H.E. the Governor and the bride was Miss Helen Ann Hog, the youngest daughter of Mr. and Mrs. Alan Hog, of Edinburgh, Scotland.

Among the many guests present at the Cathedral were H.E. the Governor and Lady Clementi, Capt. C. H. Steele (A.D.C. to H.E. the Governor), Capt. Forster (Private Secretary), Major-General C. C. Luard, C.B., etc. (G.O.C. South China Command) and Mrs. Luard, Capt. Johnson (A.D.C.), Lady and Miss Tyrwhitt, Col. L. C. Comyn (commanding the 2nd Battalion, King's Own Scottish Borderers) and Mrs. Comyn, Commodore J. L. Pearson, C.M.G., R.N. and Mrs. Pearson, Mr. R. O. Tredwell (Consul-General for the United States in Hong Kong), Col. C. Russell Brown, the Hon. Mr. W. T. Southern (Colonial Secretary) and Mrs. Southern, the Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police) and Mrs. Wolfe, Sir Henry and Lady Pollock, Dr. and Mrs. Black, the Rev. H. Copley Moyle, Mr. and Mrs. Jeffrey Sayer and many other residents and officials.

Both the Navy and Army were well represented, and in addition to brother officers of the King's Own Scottish Borderers, there were present many officers from other units of the Garrison, as well as officers of the Senior Service.

At the Cathedral.

Prior to the arrival of the bride, the band of the King's Own Scottish Borderers played in the Cathedral, and on the arrival of the bride played up "Here Comes the Bride."

The bride, who was given away by Commander C. H. Phillips, R.N., looked very charming in a gown of white satin, beaute, Egyptian style, embroidered with pearls and diamonds. She wore a diamond headpiece, with a long tulle veil edged with old lace and pearls. Her bouquet was of Madonna lilies.

Miss Mahony, the bridesmaid, wore a dainty dress of pink and blue flowered chiffon, a blue crinoline hat, trimmed with pink roses, and carried bouquet of pink roses and blue larkspur. Miss Betty Comyn was the train-bearer, and Master Victor Comyn a page.

The matron of honour, Mrs. C. H. Phillips, wore a dress of peach-coloured georgette and lace, and a wine coloured crinoline hat.

The "best man" was Lieut. the Hon. W. F. C. J. H. Napier (Master of Napier).

The groomsmen were Lieut. R. P. Reid, Lieut. H. A. Kelly, Lieut. J. C. Shillingham and Lieut. J. D. Welch.

The Service.

The service, which was choral was conducted by the Rev. G. F. Stopford (Chaplain to the Forces) and the band played for the singing of the hymns, "Love Divine All Loves Excelling," and "Lead Us Heavenly Father, Lead Us." The 67th Psalm was also sung.

During the signing of the register the band played another selection, and as the bride and bridegroom left the Cathedral they rendered Mendelssohn's Wedding March.

At the Cathedral main entrance the Pipe-Major of K.O.S.B. pipe band, met the bridal pair and piped them to their car, which was drawn by a detachment of the rank and file of the bridegroom's company to Murray Barracks. The procession was headed by the bagpipes and drums of the regiment.

The bride and bridegroom were then piped under an awning up the steps to the Officers' Mess, where a reception was held and the numerous wedding presents from many friends of bride and bridegroom were displayed.

Later, Capt. and Mrs. Perfect left for the New Territories for the honeymoon. The bride's going away costume was a red silk dress and white silk coat, trimmed with fur, and she wore a black hat.

S.S. "TJILBOET." AGROUND.

WARSHIPS AND TUGS STANDING BY.

BRITISH DESTROYER BRINGS PASSENGERS BACK.

The s.s. *Tjilboet* of the China-Java-Japan Line which left here on Tuesday evening for the Straits Settlement with about 1,300 Chinese emigrants and three European passengers, went aground on the same night at Ling Ting Island. Immediately on receipt of her S.O.S. messages, H.M.S. *Dragon* of the 1st Cruiser Squadron and H.M.S. *Stormcloud* went out to her assistance.

The s.s. *Tjilboet* came into port from Swatow on Tuesday morning with about 1,100 deck passengers embarking at that port for the Dutch East Indies plantations. She remained here during the day and took on an additional batch of 300 coolies and left at 6 p.m. After going about 14 miles, she struck Ling Ting Island, which is due South of Hong Kong and on the direct line towards Gap Rock.

About midnight the tug, *Henry Keswick*, of the Whampoa Dock was sent to her assistance. The s.s. *Tjilboet* of the same company was despatched early yesterday morning to stand by in case of emergency.

From enquiries made at the local office of the China-Java-Japan Line, it was learned that H.M.S. *Stormcloud* had brought back 500 of the Chinese emigrants, and if the occasion calls for it, the remaining passengers on board will be brought back in launches.

It was further stated that the steamer is making water in her Nos. 1 and 2 hatches. There are three European passengers on board; two of whom embarked at this port. These are Mr. and Mrs. U. Luhrs, of Goud for Singapore.

The *Tjilboet* was sighted yesterday by two vessels returning to Hong Kong from the South and the s.s. *Kwangtung*, from Bangkok and the *Hydrangea* from Kwang Chow. Was reported sighting her aground on the East side of the Ling Ting Island and that warships and tugs were standing by.

Ling Ting Island.

Ling Ting Island should not be confused with Ling Ting Island, lying between Hong Kong and the Canton Delta. Ling Ting is one of the most northerly of the Ladrone Group, and is therefore, nearest to Hong Kong. In the old days the Portuguese pioneers gave the whole of islands, the name of Ladrone (thieves), because they were infested with pirates and cut-throats of all kinds.

Around Ling Ting Island there is a general depth of 13 fathoms close to the shore, but on the North East corner there are shoal patches, which give only five and eleven feet at low water, and as the *Tjilboet* is a vessel of 9,000 tons gross and draughted, she naturally draws far more water than that.

Further details were not available, and it was not stated how the mishap occurred. Fog was probably the cause of it, and up to a late hour last night, the steamer was reported to be still aground.

PROPERTY SALES.

WYNDHAM STREET AND HILL ROAD HOUSES.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. H. de Sousa sold, by order of the mortgagees, leasehold properties situated at Wyndham Street and Hill Road.

The property at Wyndham Street comprises ground and a building, No. 18, held for the unexpired residue of the term of 99 years from June 25th, 1940. The total area is 1,280 square feet, and the annual Crown rental \$12. The upset price was \$20,000, with bids of \$500 acceptable. Bidding progressed briskly until \$50,300 was reached, at which figure Mr. Mok Yu Yan became the purchaser. The other sale concerned Numbers 19 and 20, Hill Road, which property is held for the unexpired residue of the term of 99 years from June 30th, 1932. The area is about 3,170 square feet, and the annual Crown rental \$12.87. The upset price was \$40,000, with bids of \$500 acceptable. There was one bid of this amount, and the Sincere Insurance Investment Co. became the purchaser.

Wm. POWELL, Ltd.

THE REORGANISING OF OUR FURNITURE DEPARTMENT NECESSITATES, THE CLEARANCE OF THE EXISTING STOCK OF "FURNITURE MODELS," COMPRISING

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DINING ROOM SUITES

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REGARDLESS OF COST

NO REASONABLE OFFER REFUSED.



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THE BEST insist, when buying, on BEAR BRAND

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H.M.S. PIANOFORTE

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ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come

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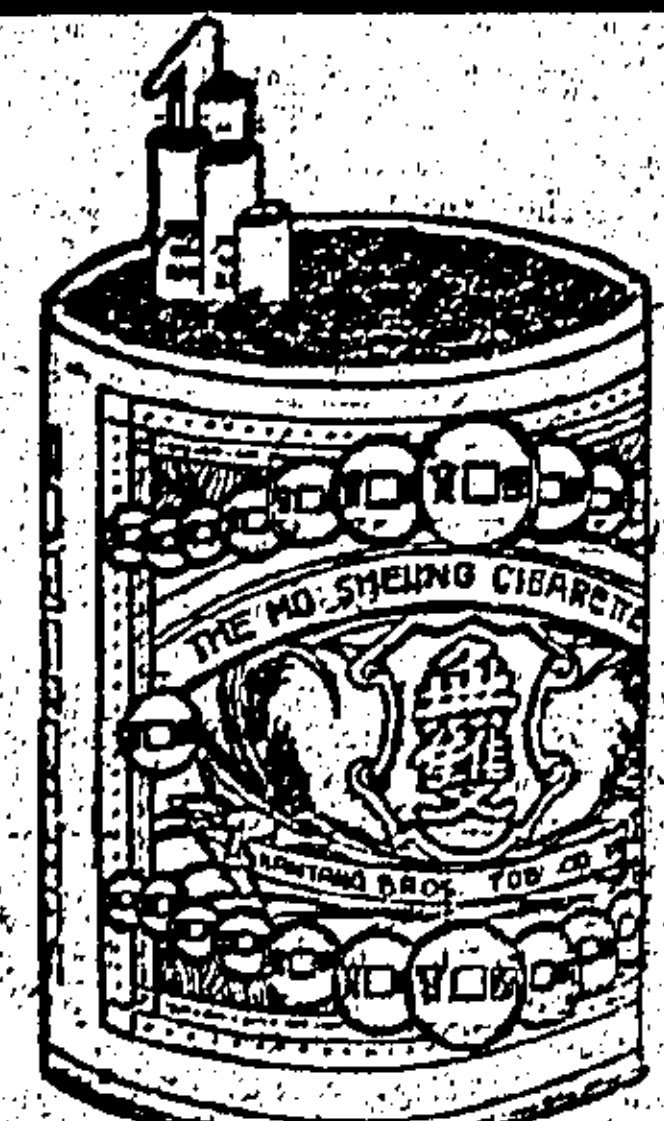
owing to their delightful

flavour and aroma.

Only well-matured Virginian tobacco used.

On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



NEW ADVERTISEMENTS.

NOTICE.

WE have THIS DAY Authorized Mr. JAMES ORMISTON to Sign Per Procuration for our Firm, REISS, MASSEY & CO., LTD. Hong Kong, April 4th, 1927. [4731]

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, Etc." The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

H. G. RILEY, Lieut.-Colonel, Treasury Chest Officer, R.A.P.C. His Majesty's Treasury Office, Hong Kong, 6th April, 1927. [4733]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911.

AND IN THE MATTER OF DICKSON PARKER & CO., LTD.

(In Voluntary Liquidation.)

PURSUANT TO SECTION 181 OF THE COMPANIES ORDINANCE, 1911.

NOTICE IS HEREBY GIVEN

that a MEETING OF CREDITORS of the above-named Company will be held within the Office of Messrs. PEARCE SMITH, SMITH & FLEMING, 6, Des Voeux Road Central, Victoria, Hong Kong, at 4.30 P.M. on MONDAY, the 25th DAY OF APRIL, 1927, for the purpose of presenting in that Section.

Dated this 6th day of April, 1927.

J. HENNESSEY SMITH, S. HAMPTON ROSS, Liquidators.

[4720]

HONG KONG & TERRITORIAL ESTATES, LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS

in the Company will be held at the Office of the Company, "The Standard," 185, The Peak, Mount Kowloon, on FRIDAY, the 8th APRIL, 1927, at 2.30 o'clock P.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 31st December, 1926, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 6th APRIL, 1927, until FRIDAY, the 8th APRIL, 1927, Both Days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hong Kong, 30th March, 1927. [4750]

FANLING HUNT STEEPLECHASES.

SATURDAY, APRIL 9th at 3.15 P.M.

Admission to Public Enclosure, \$1. Ladies, Free.

Admission to Subscribers' Enclosure on production of Badge only.

Subscribers can introduce Two Ladies Free, and Two Non-members at \$5 Each.

Tickets obtainable from Mr. A. H. POTTS, c/o BARNARD & FORR.

SPECIAL TRAIN Leaves Kowloon: 2.07. Return Fare: 1st Class, \$1.50; 2nd, 90 cents. Free Parking for Cars off the Course; \$5.00 each if parked opposite the Stand. [4758]

G. B.

SALE OF H.M. SUBMARINE "L9."

TENDERS are invited up to the 25th APRIL, 1927, for the Purchase of the above named Vessel as the last in the Basin at H.M. NAVAL DOCK, Kowloon.

Full Particulars of the Vessel and Conditions of Sale, and Permits to View, may be obtained on Application to the NAVAL STORE OFFICER, H.M. DOCKYARD, Hong Kong, and Tender Forms will be issued on Payment of a Deposit of \$200. Returnable when decision on the Tenders has been reached.

The Vessel will be on View at H.M. NAVAL DOCK, Kowloon, from the 21st MARCH, 1927.

Tenders will be received in the Office of the NAVAL STORE OFFICER, H.M. DOCKYARD, UP 10 Noon on MONDAY, 25th APRIL, 1927. [4759]

INTIMATIONS.

NOTICE.

THE Interest and Responsibility of Mr. HERBERT WILLIAM BIRD in our Firm CEASED on the 21st MARCH, 1927.

PALMER & TURNER, Hong Kong, 1st April, 1927. [4753]

NOTICE.

A DIVIDEND is intended to be Declared in the matter of GEO. P. & H. A. LAMBERT, GEORGE PHILIP LAMBERT and HERBERT ALFRED LAMBERT of this Colony adjudicated Bankrupt on 30th day of March, 1926. Creditors who have not proved their Debts by 14th day of MAY, 1927, will be Excluded.

S. HAMPTON ROSS, Trustee.

[4779]

NOTICE.

MONIES up to \$150,000 are Available for Investment on First Class Mortgage Security subject to a Trustee Valuation. Apply to—Messrs. DEACONS, Princes Building, Hong Kong. [4834]

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that the undermentioned Goods as present in No. 50 Godown of the above named Company at Kowloon, in the Name of THE CANADIAN TRADING CO., will be Disposed of unless taken Delivery of on or before the 14th INSTANT.

Lot 99872—10 Barrels NEUTRAL SPIRITS, Stored 1st APRIL, 1920. Hong Kong, 2nd April, 1927. [4770]

AGENT WANTED.

AN AGENT is WANTED in Hong Kong for Celebrated Make WIRELESS PARTS and ACCESSORIES—Good Terms Offered—Apply to Box 4734, c/o Hong Kong Daily Press. [4734]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Dining Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st. Apply PALMER & TURNER, ALEXANDRA BUILDINGS. [4776]

TO LET.

A FLAT in HUMPHREYS BUILDING, Kowloon.—Apply to HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDINGS. [4707]

TO LET.

No. 4A, DUDDELL STREET. Apply to—

THE HON. SECRETARY, CLUB LUSITANO. [4214]

TO LET.—Furnished or Unfurnished.

185, THE PEAK, MOUNT KOWLOON.—Apply: L. FORSTER. [4775]

TO LET FURNISHED Promptly.

5 Room HOUSE on the PEAK. Modern Sanitation, Double Tennis Court and Garden—Apply Box No 4765, c/o Hong Kong Daily Press. [4765]

FURNISHED FLAT on PEAK TO LET.

Two Bedrooms with Bath, Enclosed Verandah, Modern Sanitation, Immediate Possession.—Apply Box No 4771, c/o Hong Kong Daily Press. [4771]

FOR SALE.—SUNBEAM L.A.N. DAULETTE, 1924 Model.

Thoroughly Overhauled in London. Inspection at HONGKONG HOTEL GARAGE—Apply Messrs. DEACONS. [4660]

LONDON VIA THE RIVIERA.

The New Motor-Vessel.

"REMO"

of 9,200 Tons with Excellent Passenger Accommodation will Sail hence on the 8th APRIL, 1927.

SINGAPORE, COLOMBO, PORT SAID, BRINDISI, VENICE AND TRIESTE.

Taking Through Passengers to LONDON.

DODWELL & CO. LTD., QUEEN'S BUILDING, Tel. No. C. 1030. Agents. [4777]

AUSTRAL-CHINA NAVIGATION CO., LTD.

S.S. "CALULU"

SAILING ON OR ABOUT 20th APRIL, 1927

For SYDNEY, MELBOURNE AND ADELAIDE.

Via SANDAKAN, SEBASTIUS, BALIK PAPAN, NAURO & RABAU.

For Freight and Particulars Apply to—

DODWELL & CO. LTD., Agents. [4718]

INTIMATIONS.

Fine Sherries

Superior Pale Dry. Full Golden.

of very superior quality specially selected, grown and bottled by Anto. R. Ruiz y Hermanos Xeres de la Frontera.

Fine Ports

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Choice Old.

specially selected, bottled and shipped by Robertson Bros. & Co., Oporto.

Very Fine Old Tawny.

specially selected, bottled and shipped by Silva & Cozens, Oporto.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Phone C. 616. [50]

Hong Kong Office: 14, Chater Rd. London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 7th, 1927.

THE BRITISH POLICY.

It is sometimes, in fact frequently, stated that the present policy of action in China should have been taken at least eighteen months ago, when the anti-foreign movement was in its incipient stage rather than in full blast. It is felt that the use of armed force to secure fair treatment was fully justified then, and that if the advice of those on the spot had been acted upon at the time we should not have found ourselves in the present impasse.

No doubt if Hong Kong had been an independent community it would have dealt promptly and adequately with the crisis earlier, had it had the weapons at its disposal to do so, but we are attached to the Empire and must submit to whatever course of action or inaction the Government at Home chooses to adopt. Possibly firm and stern measures at the commencement of the boycott, for example, would have crushed out the worst elements and given encouragement to the moderate or saner party; they might, on the other hand, have produced unforeseen results. That will always remain a matter for discussion. Intervention at that time was not a feasible policy.

Britain is a democracy in the fullest and freest sense of the term. The action of the Prime Minister and his Cabinet is the concrete

expression of the will of the nation and such action must have the approval of the electors, who in the long run control the destinies of the Empire. A democracy is always unwieldy, slow to anger, and slower to comprehend the dangers that threaten, or to appreciate the principles at stake. It has to be informed of the events that are passing in China, and awakened to a sense of its duty. It is not easy to convince the masses of the necessity of using force because of the economic losses suffered through boycott, but their sympathy is aroused, when the flag is insulted, when mobs outrage women and the lives of Consuls are threatened. The country has been known to go to war to avenge the cutting off of an Englishman's ear. The electors understand that and will readily submit to any expenditure to secure honourable treatment where they have every right to expect it.

China has been regarded hitherto by the British public as an amorphous mass of people, enduring the greatest misery at the hands of numerous military chieftains and bandits who have been exploiting her. It has been difficult to know where to apply for redress, for its Government has been hydra-headed. It has been equally difficult to know where to apply the pressure, which Britain has always been loath to apply in any case, because of a sense of chivalry, and a profound sympathy with the Chinese people. It required the boycott, the mob outrage in Hankow, the innumerable incidents at Swatow, Foochow and on the Yangtze ports, culminating in the outrage at Nanking to convince the British nation that the problem is not amenable to treatment by kindness and indulgence. Even the gestures of goodwill at Hankow made by Sir Miles Lampson and sealed by Mr. O'Malley, are not altogether without their value, for they convince the world of our good intentions. The succeeding events, by contrast, demonstrate the evil intentions of the present Chinese regime, and the impossibility of obtaining justice from it except by the application of force.

We in the Far East may complain that the British have been slow to act, but it is infinitely better, if not essential with our type of Government, that we should advance with the whole nation behind the Government rather than that the Prime Minister and Cabinet should act in advance of public opinion.

In the eyes of the world the Nationalist Government in China now stands convicted of violating the sacred principles of international justice. On the other hand Great Britain has displayed unexampled patience and made great concessions in the best interests of peace. The climax is reached, and China or half of it must realise the logical consequences of its course of action.

There is to be a dance at the United Services Recreation Club to-morrow evening, beginning at 9.15.

Mr. J. Ormiston has been authorised to sign per procuration for Messrs. Reiss, Massey & Co., Ltd.

Three men armed with daggers raided the first floor of No. 8, Star Street, at 5 o'clock yesterday morning and got away with money, clothing and jewellery.

The total output of the Kailan Mining Administration's mines for the week ending March 12th, 1927, amounted to 85,948 tons, and the sales during the period to 79,599 tons.

We regret to announce the death of Mrs. W. Fox, Sr., who passed away at her residence at No. 70, Peel Street, yesterday afternoon. The funeral will take place at 2 p.m. to-day.

Another successful dance was held by the Kowloon British School Former Pupils' Association at the Central British School last night. The Lyric Orchestra provided the music.

Mr. Dixon Chan, headmaster of the Dockland English School, asks us to correct a misprint in our report of the Dockland School prizegiving by which his name was given as Dixon Chan.

The following cases of notifiable diseases were reported on Tuesday: Small-pox, 1; enteric fever, 2; paratyphoid fever, 1; cerebro spinal fever, 1. All were Chinese, the small-pox case being "imported."

While riding his motor cycle in Queen's Road Central on Tuesday, Mr. Weston of the Hong Kong Electric Company collided with a Chinese boy who ran across the road in front of the machine. The boy was taken to the hospital his leg having been injured.

Major Willson yesterday morning fined two Chinese \$5 each for fighting in Stanley Street. Inspector Cotton said a constable saw the accused arguing and making a disturbance. He warned them to go away, but the dispute was resumed. Words led to blows and both men were taken into custody.

A fire broke out on the ground floor of No. 88, Reclamation Street, on Tuesday night. Half of the premises was used as a shoemaker's shop and the other half was fitted as a Chinese dentist's office. The ground floor was completely gutted and the flames had already spread to the two upper floors by the time the firemen arrived. The fire fighters were greatly handicapped by a breeze, and it was not until the first floors of the two adjoining houses (Nos. 87 and 91) had also been involved that the flames were got under control. The outbreak was eventually put out after a brisk fight.

LOCAL WILL.

Resealing of probate of the will of the late Mr. James Sime Hutchison, late of Zetland House, Hong Kong, and of H.M. Naval Dockyard, and formerly of 87, Corporation Road, and No. 25, Trinity Road, Gillingham, Kent, who died at sea, off Gibraltar, on July 29th, 1926, has been granted to Mr. G. N. Tinson, solicitor, Hong Kong, the appointed attorney of Messrs. George Sime Hutchison and Ewart Arthur Hutchison, the executors.

Deceased left estate in Hong Kong valued at \$17,600.

Among his bequests is the sum of £100 to each of his three sisters, \$1,000, or £100, according to the rate of exchange, to the mother of his adopted daughter, \$6,000, or £600, according to the rate of exchange, to be placed partly on deposit, and partly on current account at the Hong Kong and Shanghai Banking Corporation, and held in trust until his adopted daughter, Aida Elizabeth Foster, attains the age of 21 years. The executors of the will are the beneficiaries of the remainder of the estate.

THE "BLUEBELL'S" ENTERTAINMENT.

SUCCESSFUL EFFORT AT TAIKOO.

A wet night did not prevent a very full muster assembling at the Tai Koo Club last night, to see the "Blue Bell Boys" (members of the ship's company of H.M.S. Bluebell) present a capital entertainment in aid of two deserving causes, the Greenock Infirmary and the Y.M.C.A. A collection was taken, and the proceeds from sale of programmes also augmented the fund.

The entertainment was staged by permission of Lieut.-Comdr. D. J. Anderson-Morhead, and the officers of H.M.S. Bluebell, and was under the patronage of the Vice-Presidents and Committee of the Tai Koo Club. The Bluebell is at present at Tai Koo Dock, and what Hong Kong lost in the way of a really capital show was Tai Koo's gain.

The lengthy programme was very well presented and every item was enjoyed. The entertainment concluded with a very clever skit entitled "The Bowling out of Benjamin Bookie, or The Truth about the British Navy."

"MOLLY KENNEDY."

AN EXCELLENT FIRST NIGHT.

GENUINE FUN.

"Molly Kennedy" is better than ever. Played to a packed auditorium last night it went with a swing amid a thunder of applause. To-night the Company will be prepared for the laughter which follows nearly every speech and song, and will, we feel sure, "wait for the laugh" and give us the chance to hear everything. That is the only criticism of an excellent first night. What is so attractive about "Molly Kennedy" is its genuine fun. The story is full of surprises, the libretto amusing, and the cast enthusiastic.

"Molly" is played by St. South, who is, we are told, a Welshman. He enters thoroughly into what is perhaps the most difficult role in the play, that of a school-girl who is, at once gauche and of a "coming on" disposition. There are few men who would attempt the part and fewer still who could give such a convincing performance. "Molly's" shy eyemaking and wriggle is a joy to behold and her deep voice makes it all the better. But as we said on Tuesday all the casts are good, and everyone falls in love with the beauty chorus.

To Capt. C. P. Sparrow, R.M., to whom we are indebted for libretto and production, Cpl. Baker, R.M., the mistress of the wardrobe, and A.B. Jerrold and Sig Duckett who acted as dressers, we owe an especial vote of thanks. It can have been no light task to transform stalwart blue jackets, however, handsome into those fascinating young ladies!

The Cast.

The cast was as follows:—Mr. Bobby Reece, A.B. Hunter; Miss Rose Kennedy, Mid. Petch, R.N.; Miss Molly Kennedy, St. South; Mrs. Kate Kennedy, St. Renwick; Mr. Montague Kennedy, St. Russell; Miss Amy Spiffkins (Nanny), Pay-Lieut. Jeffery, R.N.; Mr. Rudolf Carruthers, St. Mitchell; Mr. Frederick Revolution, L. St. Steele; Navinobis, Mid. Jago, R.N.; El Ganger, Mne. Warner; Wun Lung Tu, O. D. Yeates; Kantino, L. St. Steele.

Chorus:—Sig. Delaney, Sig. Morris, A.B. Dolan, A.B. Ballock, A.B. Willis, A.B. Martin, O.D. Sheriton, St. Maguire.

Management:—Manager and Producer, Capt. C. P. Sparrow, R.M.; Assistant manager, Sig. Jones; Stage manager, Mr. Camfield, R.N.; Assistant stage manager prompter, Mid. Sheppard, R.N.; Effects manager, Lieut. Ryan, R.N.; Mistress of the wardrobe, Cpl. Baker, R.M.; Musical director, L.S.A. Tett; Stage lighting, P.O. Grant; Decorations, Yeo Sig. Matthews; Stage Carpenter, Shipwright Hickman; Box office manager, Pay-Lt. Jeffery, R.N.; Stage door keeper, Sergt. Howe, R.M.

Orchestra:—L. Tel. Law, A.B. Holloway, P.O. Tel. Allen, A.B. Riggs, L. St. Reed.

UP WITH THE FARES.

[THIS SONG, TO THE TUNE OF "COME TO THE FAIR," MAY BE SUNG AT ANY ANNUAL OR EXTRAORDINARY MEETING OF THE PEAK TRAMWAY COMPANY, ON PAYMENT OF A FEE OF ONE FREE SEASON TICKET FOR LIVE TO THE AUTHOR.]

Our new year will start on the first day of May,
Heigh ho, up with the fares,
We've bought the new cars and there's only one way,
Heigh ho, up with the fares;
The Peakites are green, just as green as can be,
With their cash in the bank all so pretty to see,
So you bet, we are all set
To divert most of it to the Tramway.
Let them pull out their cheque-books, get ready to pay,
Heigh ho, up with the fares.

'Tis the Company calls for the tune, you must know,
Heigh ho, up with the fares,
For the Peak Tram's the way that they most of them go,
Heigh ho, up with the fares.
Though they're howling and growling from morning to night,
To price season tickets is clearly our right,
So you bet we are all set
On our rights that exist in the Schedule.
Let them pull out their cheque-books and cough up the dough,
Heigh ho, up with the fares.

And if litigation should come to their mind,
Heigh ho, up with the fares,
They'll very soon realize the law is not kind,
Heigh ho, up with the fares.
So all of you Shareholders merry and gay,
Give thanks for your Managers' wisdom to-day
For I'll bet, you are all set
To corral all the dividends going.
Remember, it's only the public who pay,
Heigh ho, up with the fares.

E. W. J.

U.S. MARINES FOR CHINA.

1,500 PROBABLY LEAVING U.S.A. TO-DAY.

[THROUGH AMERICAN SERVICE.]

SAN DIEGO, April 6th. The sailing of the sixth regiment of Marines, 1,500 strong, has been tentatively fixed for April 7th.

FRENCH DEFENCE FORCE.

ANOTHER CRUISER AND 600 MEN MAY BE COMING.

[THROUGH REUTER'S AGENCY.]

PARIS, April 6th. The Cabinet is considering the despatch of another cruiser and 600 men from the Syrian and Moroccan contingents to China, according to the *Echo de Paris*.

TOKYO FIRM SUSPENDS BUSINESS.

[THROUGH REUTER'S AGENCY.]

Tokyo, April 6th. Messrs. Suzuki have been obliged to suspend all new business transactions as well as the payment of bills.

TEMPTING OFFER FOR CARPENTIER.

[THROUGH REUTER'S AGENCY.]

PARIS, April 6th. A \$75,000 purse has been offered to Carpentier to tempt him back to the ring, by Gus Wilson of New York, boxing promoter. Carpentier is likely to accept.

JOCKEY'S SUDDEN DEATH.

[THROUGH REUTER'S AGENCY.]

LONDON, April 6th. George Archibald, the jockey, after riding five horses at Newmarket to-day, complained of severe pains in the stomach, and, on being taken to his home, died on the way.

A FRENCH EXTREMIST.

PROCEEDINGS DEMAND AGAINST NOTORIOUS COMMUNIST.

[THROUGH REUTER'S AGENCY.]

PARIS, April 6th. The Minister of the Interior has laid on the Chamber table an authorisation to demand proceedings against M. Doriot, the Communist Deputy, for his anti-French propaganda in the Far East. Committee of Twelve Deputies To Be Appointed.

PARIS, April 6th. The Minister of Justice has applied to the Chamber for permission to prosecute the Communist Deputy, M. Doriot, on the ground of his anti-French propaganda in the Far East. A Committee of 12 Deputies will be appointed to decide whether there is justification for withdrawing Doriot's Parliamentary immunity.

EXTRAORDINARY INCIDENT IN LEGATION QUARTER.

SOVIET EMBASSY, RAIDED BY CHINESE TROOPS.

CHIANG KAI SHEK AND THE COMMUNISTS.

AN APPEAL TO THE CENTRAL EXECUTIVE.

NORTHERN TROOPS DROP BOMBS.

The news of an extraordinary incident in Peking's Legation Quarter is to hand. It appears that early yesterday morning Marshal Chang Tso Lin's troops, having, it is reported, first obtained the necessary permission from the Diplomatic Corps, raided the Soviet Embassy, dragged out a Russian "fighting and kicking," and bound and carried him off in a motor-car. The report states that "so far" half a dozen Russians and from 15 to 20 Chinese have been carried off to the Police Station, while the *Charge d'Affaires* and other officials have been detained in their offices at the Embassy, which is now occupied by the Chinese military. "Red" activity is doubtless the cause of the raid.

General Chiang Kai Shek has evidently had a very "serious" encounter with the Kuomintang extremists in Shanghai, as the result of his suppression of the local Provincial Administration, "recently established by the Communists to control the Shanghai Area." Both parties are appealing to the Central Executive Committee. Meanwhile, Chiang's military movements seem to indicate that, if need be, he may even move against the extremists at Hankow.

RAID ON THE SOVIET EMBASSY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 6th. A Peking telegram, despatched at 1.30 p.m., states that acting on signed permission from the Diplomatic Corps over 100 of Chang Tso Lin's troops and armed police carried out a raid at the Soviet Embassy this morning.

They seized and guarded all possible means of egress and rushed in. One shot was heard, after which a Russian was dragged out fighting and kicking. He was bound and carried off in a motor-car.

So far, half a dozen Russians and from 15 to 20 Chinese have been carried off to the Police Station.

A machine-gun and 15 rifles and ammunition were brought out. It is understood that the *Charge d'Affaires* and other officials have been detained in their offices and that the military still occupy the Embassy.

GENERAL CHIANG AND THE KUOMINTANG EXTREMISTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 6th. The friction between General Chiang Kai Shek and the Communists has been increased by the Generalissimo's action in suppressing the Provisional Administration which the Communists recently established to control the Shanghai Area.

The Communists have now sent a delegation to Hankow to take up the matter with the Central Executive Committee while Chiang Kai Shek has also sent a report to the same quarter urging that the Provisional Administration be superseded by a constitutionally elected one.

The latest despatches from Hankow indicate that there is even the possibility of Chiang Kai Shek taking military action against the Hankow extremists, his fourth army having advanced to Hsueh and occupied Hengchow, which is regarded as a direct threat to General Tang Seng Chi, the Communists' chief military supporter.

U.S. MISSIONARIES FROM CHINA.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 6th. The Presbyterian Foreign Board has been authorized to raise \$200,000 as an Emergency Fund in aid of the Presbyterian Missionaries driven from their posts in China.

ANTI-FOREIGN FEELING AT NANKING.

NORTHERN TROOPS DROP BOMBS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 6th. A wireless message from Nanking, dated April 5th, states that anti-foreign feeling is still evident, and that foreign houses are still being looted.

A Northern aeroplane dropped two bombs on Pukow and three on Nanking City.

NANKING'S THIEVING SOLDIERS. FOREIGNERS' HOUSES BEING STRIPPED.

RUSSIA, April 5th.

Information of to-day's date from Nanking is that nothing has been done to restrain the looting of foreigners' houses, practically all of which have now been stripped of soldiers, who visit them daily and have torn away all fittings even to the window frames.

FURTHER REINFORCEMENTS FROM GREAT BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, April 5th. The 52nd and 58th Batteries of the Royal Field Artillery have been ordered to China, immediately the transport is available.

The R.A.M.C. is furnishing another Field Ambulance and General Hospital with a capacity of 200 beds.

The R.A.S.C. is providing a Supply Company and a Mechanical Transport Company. Nurses from Cambridge Hospital are also under orders for China.

NOTES TO CHINA ON NANKING ATROCITY.

[THROUGH REUTER'S AGENCY.]

LONDON, April 5th. The British Note to the Cantonese Government demanding compensation for the Nanking outrages has been telegraphed to the British Minister at Peking to-day. It is identical with the American and Japanese Notes.

All three Notes will be presented simultaneously to Mr. Eugene Chen at Hankow.

Discussions continue between the Governments concerned as regards the steps to be taken in the event of the rejection of the demands.

SAFETY OF AMERICANS.

[THROUGH REUTER'S AGENCY.]

WASHINGTON, April 5th. The Chinese situation was the chief subject of discussion at a prolonged meeting of the Cabinet at which President Coolidge was present.

Efforts to provide the maximum protection for Americans in the danger zone were discussed in detail.

It is understood that fears were expressed at the meeting for the safety of Americans, in the event of Nationalist invasion, but that President Coolidge was assured that adequate protection was being provided.

It is officially stated that Americans in North China will be assembled at Tientsin, which is the most easily defended by warships and troops, while the force there will serve as the nucleus of an American garrison in the event of the necessity of concentrating Americans there.

It is denied that there is any change in the policy of close co-operation with other foreign naval forces, but that, on the contrary, President Coolidge was informed that the task of the protection of foreigners in Shanghai is being divided as evenly as possible among the various naval forces.

DEBATE IN THE COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 5th. In the House of Commons to-day, the Prime Minister, Mr. Baldwin, announced the postponement of tomorrow's business in order to debate the situation in China.

British Labour Wants "Immediate Negotiations."

The Joint Council of the Trades Union Congress and the Labour Party has passed a resolution calling upon the Government to open immediate negotiations with China regarding Nanking and, in the event of disagreement, offer to submit the outstanding points to impartial arbitration, preferably under the auspices of the League of Nations.

[EARLIER TELEGRAMS.]

[NAVAL WIRELESS.]

British Customs Men Evacuating. SHANGHAI, April 5th. The British subjects engaged in the Chinese Maritime Customs have left for Hankow.

CHENGLIN, April 5th. The evacuation of Customs officers (British) has been arranged.

SHANGHAI, April 5th. Amoy, Foochow and Ningpo are quiet.

Hankow Quieter. HANKOW, April 5th. The Chinese authorities have now issued proclamations ordering the complete immunity of foreigners from molestation, and the Japanese Concession is now quiet.

It has been officially stated that the casualties suffered by the Japanese in the riots of Sunday were five killed and 10 missing. The Japanese naval reinforcements have arrived.

Mines For Foreign Warships. SHANGHAI, April 5th.

A report to the effect that the Chinese are planning to float mines down the river on to the foreign warships, and that mines for the purpose are being manufactured at Lungwha, has reached the British authorities. Precautionary measures are being taken. It is, however, thought unlikely that the attempt will be made.

Chinese Exodus. In the city, the situation is unchanged, though the Chinese are leaving for Ningpo and Nanking in increasing numbers.

It appears that the Northern cruiser *Haichi* has captured a Southern Chinese warship. The *Haichi* is due at Woosung to-day with ninety-nine prisoners.

Heavy Fighting. NANKING, April 5th.

Very heavy fighting has been reported by H.M.S. *Emerald* between the North and South at Kwantien. The engagement was a severe one, but the issue is not yet known.

Northern aeroplanes have made repeated air-raids on Pukow, the city suffering severely from bombs.

Rapid Movement Northward. WUHU, April 5th.

Owing to the rapidity of the movement northward, the general command of Wuhu is continually being changed. Troop movements continue on a large scale, the majority being sent from Wuhu to Peking.

Successful Northern Movement. HANKOW, April 5th.

The Fengtien troops, as the result of another successful engagement with the Southerners, have reached the southern border of Honan.

The line between Hankow and Canton has been cut by the 4th Nationalist Army, which is loyal to Marshal Chiang Kai Shek. They advanced from Kiangsu and occupied Heng Chow, Fu, on the main railway line.

Anti-Christian and Anti-Foreign Feeling at Nanking. NANKING, April 5th.

The situation at Nanking appears to have taken a very definite anti-Christian turn, and anti-foreign feeling is still intense. Cantonese soldiers in uniform have been observed removing property from foreign residences.

NOTABLE CENTENARY.

TRIBUTES TO THE NAME AND FAME OF LISTER.

PRE-EMINENT BRITISH SURGEON.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 5th. The centenary is being celebrated of the birthday of Lord Lister, the pioneer of antiseptic treatment in surgery.

Delegates from leading foreign countries and Dominions and from the British Universities and learned societies were received by the King at Buckingham Palace.

At the reception given by the Royal Society of Medicine, Sir St. Clair Thomson, paying a tribute to Lister's work, said that only fifty years ago the results of surgical wounds were hardly better than in the dark ages and yet Lister lived to see his work and teaching result in a saving of more lives than all the military heroes of all ages had destroyed. The history of surgery would always be divided into the times before and after Lister.

This morning the Premier received delegates and members of the Lister family, and to-morrow there will be a memorial service at Westminster Abbey.

TRADE UNION BILL.

LIKELY TO LEAD TO ACrimonious DISCUSSION.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 5th. Labour leaders to-day were united strongly in denouncing the Government's Trade Union Bill. The Parliamentary Labour Party has all but decided not to discuss the Bill pending a detailed explanation by the Executive. The General Council of the Trade Union Congress is launching a national campaign against the measure. Liberals, who are meeting this evening to consider their attitude towards the Bill, are reticent about expressing any opinion beyond saying that clarification of the Trade Union law, particularly in regard to general strikes, is necessary and desirable.

Labour Leaders' Views.

LONDON, April 5th. The following are some of to-day's views on the Trade Union Bill, which was introduced into the House of Commons yesterday:

Mr. Ramsay MacDonald: "It is one of the most dangerous expressions of class war I have ever known."

Mr. J. R. Clynes: "Vindictive and partisan legislation; a gift to the Communists."

Mr. Bowen (Secretary of the Postal Workers): "Munificent legislation which will arouse the whole of the Civil Service against the Government."

Mr. A. J. Cook: "This is a declaration of war which will create a greater conflict than last year."

Mr. Coppock (Secretary of the Operative Builders' Union): "If this Bill is passed every Trade Unionist will be in jail."

WATER SUPPLY TO THE SUDAN.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 5th. Replying to a question in the House of Commons regarding the water supply from Lake Tsana to the Sudan, Sir Austen Chamberlain, Foreign Secretary, said a proposal for arbitration by the League of Nations had been under consideration, and until negotiations had advanced further, he was unable to say whether it was likely to command itself to the Abyssinian Government.

BRITISH PARLIAMENT'S NEW NAME.

[THROUGH REUTER'S AGENCY.]

LONDON, April 5th. The House of Lords has agreed to the third reading of the Royal Parliamentary Titles Bill, which passed its third reading in the House of Commons on March 15th. The Bill provides that His Majesty may alter the style of titles appertaining to the Crown within six months of the passing of the Act. Parliament will be styled "Parliament of the United Kingdom of Great Britain and Northern Ireland," and henceforth the expression "United Kingdom" in every Act or public document will mean Great Britain and Northern Ireland, unless the context otherwise requires.

INDIA'S NAVY.

BILL PASSES THIRD READING.

[THROUGH REUTER'S AGENCY.]

LONDON, April 5th. The House of Commons, by 256 votes to 122, has passed the Third Reading of the Bill to facilitate the provision of the Indian Navy.

WIMBLEDON'S NEXT QUEEN.

YOUNGER PLAYERS AND THE SUZANNE OF THE FUTURE.

ENGLISH, SPANISH AND AMERICAN STARS.

[BY S. POWELL-BLACKMORE.]

With Suzanne Lenglen no longer in the ranks of amateur lawn tennis players, upon whom will her mantle fall?

Notable judges of the game with whom I discussed this question, agreed that Suzanne's successor would not come from the Cote d'Azur. To-day, France ranks as her leading amateur women players, Mlle. Contostavlos and Mlle. Didi Vlasto, cousins, and both from the sunny Riviera where Lenglen herself was trained.

America can suggest, and, with no mean claim, the personality of Miss Helen Wills. Spain would go nap upon her amazing representative, the graceful Senorita Lili De Wimbledon.

Great Britain, ready to "hide a wee," might set forward the names of younger players like Miss Eileen Bennett and Miss Betty Nuthall.

America v. Spain. Ask me what I would like to see staged as the next final round of the women's singles championship at Wimbledon and, without hesitation, I would nominate Miss Helen Wills opposed by Senorita Lili De Alvarez.

Spain and it is why I suggest that the "hopes" of Great Britain must wait awhile. For neither Miss Eileen Bennett nor Miss Betty Nuthall are yet in the top class.

Miss Bennett possesses the most beautiful, the most powerful service delivery of any young English woman. But her ground strokes and her net-play remain vulnerable to a consistent attack like that which Miss Joan Ridley supplied at Eastbourne last autumn.

Miss Betty Nuthall is the youngest of those who at the moment have any claim to consideration. Her forehand drive is a powerful weapon of attack. But she needs to acquire the Lenglen guile—a change of speed of stroke and placement.

Her service stroke, I find, is generally criticised among women players because it is an understatement—similar to her forehand drive, but having to be played short, within the service court.

Yet I am not at all sure that Miss Nuthall's game would now be strengthened by her acquiring an overhead service delivery. Her footwork will never equal the rhythm and the genius of Mlle. Lenglen.

Suzanne's successor must fire the imagination of the Wimbledon crowds. She must possess personality—enough to get well over the footlights—and I fancy she must produce something new that will appeal to the popular imagination, as did Suzanne in 1919.

Versatility and Success.

Senorita De Alvarez has these personal attributes. Her strokes are unique in women's lawn tennis. But has she the Lenglen application to concentrate upon one game? Versatility, which is hers to a remarkable degree, may spell downfall upon the world's championship lawn tennis courts. Above all others she possesses the Lenglen artistic temperament. She can produce strokes that no woman in the world can equal strokes that evoke the envy of every male contemporary.

And yet there remains that personal equation. In my view the query lies between the contrasting personalities—as far apart as the two poles—of Helen and Lili, both of them beautiful girls of whom any country can well be proud. —*Evening Standard*.

SOVIET'S BRITISH VICTIM.

BROKEN IN RUSSIAN PRISON.

HOW THE MINERS' FUND WAS RAISED.

"To Mr. A. J. Cook—I have just had a call from a victim of your precious workers' Government in your spiritual home. He would like to meet you at Leith on the 10th of this month. He was in Moscow British Embassy when you made your famous speech in the big theatre, Moscow. He would like to meet you in public to compare notes with you on the blessings of the Soviet Workers' Government. When will you be ready?—Haylock Wilson." This was the text of the stinging message sent to A. J. Cook, secretary of the Miners' Federation, by Mr. Haylock Wilson, president of the National Sailors' and Firemen's Union.

The man to whom Mr. Haylock Wilson referred is Mr. W. Assman, a Hartlepool seaman, who has arrived back from Russia, where he was at one time imprisoned. Seen by a Press representative, he had some remarkable facts to relate of his experiences in the Soviet Republic and the method by which subscriptions were raised last year for the miners. He said that he first left his ship, the *Admiral Hastings*, when he arrived at the port of Novorossiysk in 1923. He was told in the International Seamen's Club, which he described as being really a propaganda bureau, what a fine country Russia was for a working man to live in, particularly if he had mechanical ability. After doing a lot of casual labouring, he was finally a foreman stevedore, but his work was not confined to that. He was compelled, he said, after being arrested by the Cheka, or Russian Secret Police, in March, 1923, to go and visit British seamen arriving in the port and paint the rosy side of Russian life to them.

Staged For Visitors. "British and foreign seamen were taken to different places in Russia," he said, "and shown everything that was good, but never any of the other side. Everything was staged for visitors when they came round." In this manner he was compelled, he said, to conduct propaganda against his own country. "As a propagandist, I got to know a lot of the inside things," he remarked, referring to the method by which the subscriptions to the British Miners' Federation during the "lockout" were raised in Russia.

"We heard of the General Strike on May 1st, and the workers were asked if they would subscribe to the strike funds, but the majority were against this, as they had not got enough for themselves. The following day notices were posted throughout the factories of Russia saying that every man and woman who had work must have so much deducted from their wages for the upkeep of the miners whilst they were out. It was a flat levy, amounting, roughly, to 5d. a week. After the strike was declared, no ships came to Russia to take cargoes, and there was, in consequence, a grave amount of unemployment, not only in Novorossiysk, but also throughout the country. The result was that the levy did not produce much money, and the amount was largely made up from the political funds of the Communist party—money which had been taken from the capitalists and the bourgeoisie during the revolution."

A Filthy Prison. Mr. Assman said that, despite his propaganda work, he was arrested on July 18th, and, after various prison experiences, "was" finally drafted to Moscow, where he was thrown into a cell with 130 other persons. The sanitary arrangements were vile and were not fit, he said, for pigs. Eventually he was taken to the political prison of the Soviet Union, where he was kept in a cell with the electric light on day and night. He was called before the officials of the political department, and was then informed that he had been arrested four months earlier on charges of espionage and of crossing the frontier without a permit, and that he was liable to be shot. He finally got into touch with the British Embassy, where he heard Mr. Cook's speech, which was broadcast from the big theatre, Moscow.

U.S. CENSUS OF 118,000,000.

5,000,000 INCREASE IN TWO YEARS.

The Washington Census Bureau estimates that the population of the United States will be 118,628,000 by July 1927. This figure represents an increase of approximately 1,500,000 over that of July 1st, 1925. —*Exchange*.

The total population of the continental United States on January 1st, 1925, according to the "Statesman's Year Book," was estimated at 112,788,000. Five years earlier the total was 105,710,000, and in 1910 the figures were 91,772,293.

The national wealth of the United States was estimated in May last at \$110,000,000,000, and was stated to be "increasing at the rate of between \$10,000,000,000 and \$12,000,000,000 annually."

The chief actuary to the United States Treasury estimated that there are eleven thousand dollar millionaires in America.

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RACING NOTES.

[By RAPIER.]

An attractive programme has been arranged for the second Extra Race Meeting to be held on the 18th and 19th insts. There are nine races on each day and a departure has been made by having A, B and C classes for ponies. The Handicapper is going to have a very busy time as he has to deal with seven races in all. It is most unfortunate that Alan Gordon should have injured himself at the last meeting and it is feared that he will be kept out of the saddle for some months. Pottenbush is responsible for Pollock's absence from the Course but this I hope is very temporary as there are practically no good jockeys now available. It would almost seem as if the ponies had become infected with the somewhat popular bolshevistic spirit and that they were out to embarrass Owners by creating a shortage of riders. The following are a few of the times taken on Saturday and Wednesday last.

Saturday's Gallops.

King of Troy, 2 mile: 38; 1.16; 1.50. Last quarter 34.
Home Call, 2 mile: 39; 1.14; 1.46. Last quarter 32.
Sunburst Rose, 2 mile: 35; 1.06.2. Last quarter 31.2.
Total Abstinence, 2 mile: 37; 1.10.3; 1.40.3. Last quarter 30.
Smoke Call, 2 mile: 38; 1.12.2. Last quarter 31.2.
King of Plains, 2 mile: 37; 1.13; 1.45.4. Last quarter 32.4.
Grey Knight, 2 mile: 36.2; 1.15.2; 1.46.3. Last quarter 31.1.
The Gomeril, 2 mile: 37; 1.12; 1.44. Last quarter 32.
Sugar Leaf, 2 mile: 37; 1.23; 1.55. Last quarter 37.
Chrysal Hall and Golden Hall, 3 mile: 37.3; 1.14.2; 1.47.2. Last quarter 33.
Papyrus, 2 mile: 38; 1.09; 1.41.4. Last quarter 32.4.
Tangle, 2 mile: 38; 1.13; 1.43.1. Last quarter 30.
Pottenbush, 2 mile: 38; 1.11.3; 1.44.3. Last quarter 33.
Kom Tong Hall, 2 mile: 44; 1.23; 1.55. Last quarter 32.
The Ghost, 2 mile: 40; 1.22; 1.53. Last quarter 33.
The Grig, 2 mile: 38; 1.14; 1.46.3. Last quarter 32.3.
Espoir, 2 mile: 38.3; 1.29; 2.06.3; 2.33.3. Last quarter 32.
Misty Eve, 2 mile: 43.2; 1.28.2; 2.07; 2.38. Last quarter 32.1.
Loch Tummel, 2 mile: 38; 1.15; 1.49; 2.20.4. Last quarter 31.4.
Grey Morn, 2 mile: 38.3; 1.12.3; 1.44. Last quarter 31.2.
Bright Eve, 2 mile: 41.2; 1.23.1; 2.09; 2.48.2; 3.23.1. Last quarter 34.4.
Battle Eve, 2 mile: 39.2; 1.16.4; 1.51.3; 2.22.4. Last quarter 31.2.
Barley Grass, 2 mile: 38; 1.16; 1.43.2. Last quarter 32.2.
Ukelele, 2 mile: 37.2; 1.14; 1.45.3. Borderer, 2 mile: 39; 1.19; 1.53.4. Last quarter 43.4.
Bagheera, 2 mile: 40; 1.12.2. Last quarter 32.2.
Fire Call, 2 mile: 38.2; 1.16.3; 1.50. Last quarter 33.2.
Plum Pudding, 2 mile: 38.3; 1.17; 1.51.3. Last quarter 34.3.
August, 2 mile: 39; 1.16; 1.48. Last quarter 33.
The Regent, 2 mile: 34; 1.09.2; 1.42.3. Last quarter 33.1.
Festive Eve, 2 mile: 38; 1.14; 1.45.3. Last quarter 31.3.
The Ghoul, 2 mile: 37.3; 1.15; 1.46.3. Last quarter 31.3.
Skidoo and Scooter, 2 mile: 42; 1.23; 2.01.3; 2.34. Last quarter 33.2.
Wower, 2 mile: 45; 1.28; 2.05; 2.38.4. Last quarter 34.4.

Wednesday's Gallops.

Home Call, 2 mile: 38; 1.11.2; 1.44. Last quarter 32.
Grande del Norte, 2 mile: 47; 1.23; 1.45. Last quarter 30.
The Goblin, 2 mile: 41; 1.18.2; 1.49.4. Last quarter 31.2.
Saligia, 2 mile: 34.2; 1.08; 1.39.2. Last quarter 31.2.
Golden Hall and Kom Tong Hall, 2 mile: 45; 1.23; 1.55.3. Last quarter 33.2.
Sugar Leaf, 2 mile: 48; 1.32.2; 2.10.2. Last quarter 33.
Borderer, 2 mile: 44; 1.24; 1.58.2. Last quarter 34.2.
Brigade Call, 2 mile: 38; 1.14; 1.45.4. Last quarter 31.4.
Espoir, 2 mile: 38; 1.12; 1.43. Last quarter 31.
Bing Boy, 2 mile: 41.3; 1.21.3; 1.53; 2.30.3. Last quarter 32.3.
Circ, 2 mile: 37.2; 1.11.2. Last quarter 34.
The Gomeril, 2 mile: 34.2; 1.06; 1.39.2. Last quarter 33.2.
Total Abstinence, 2 mile: 36; 1.07; 1.39.2. Last quarter 32.2.
The Grig, 2 mile: 36; 1.07.2. Last quarter 31.2.
Tangle, 2 mile: 2.24. Last quarter 33.2.
Scooter, Skidoo and Wower, 2 mile: 48.3; 1.28.2; 2.10.2; 2.47; 3.18.2. Last quarter 31.2.
King of the Plains, 2 mile: 37; 1.12; 1.53; 2.29; 3.02. Last quarter 33.
Battle Eve, 2 mile: 35.3; 1.12.2; 1.46; 2.18. Last quarter 32.
The going was very heavy and the conditions generally rather unpleasant.

HWANTI STEEPCHASE MEETING.

Will give my selections for this meeting and general information regarding it in to-morrow's issue.

GOLF.

WEEK-END RESTRICTION REMOVED.

SPECIAL TRAIN DAILY.

Commencing on Monday next, and continuing until further notice, an afternoon train will be run for the convenience of golfers every week-day, leaving Kowloon at 2.35 p.m., and arriving at Sheung Shui at 3.11 p.m. A return train will leave Sheung Shui at 4.34 p.m., arriving at Kowloon at 5.13 p.m.

Good news for subscribers is that the restrictions as regards subscribers and lady relatives playing at Fanling at week-ends are to be removed as from May 1st.

Mr. G. M. Young, who recently left the Colony on retirement, has presented the Royal Hong Kong Golf Club with a very handsome cup for competition between teams of six from firms and banks in Hong Kong. At present details of the competition are not available, but will be given at a later date.

Club expenditure is heavy, and revenue is inclined to be below what is needed. In view of this the Committee of the Royal Hong Kong Golf Club are proposing to call an extraordinary general meeting at an early date to discuss finance and they will recommend that all ladies using the Club shall pay a small monthly subscription. Details of the proposals are not yet settled, but further news will be available later.

There are no competitions at Fanling this week-end. There is one match, however, on the Kowloon Golf Club's course in which this Club and the Junior Station of the Royal Hong Kong Golf Club are to compete. With twelve-a-side teams, singles have been planned for the morning, and foursomes for the afternoon. Previous matches have been played between these two Clubs, and have always proved most enjoyable.

The next competitions at Fanling will be during the Easter Holidays, from the 15th to 18th inclusive. Full particulars were published last week.

The Junior Section Championship is nearly completed. The results to date have already appeared and the semi-final is between McBride and Wallace, and Laing and McCubbin on or before April 16th, with the final not later than the 30th.

LAWN TENNIS.

NEW LIST OF FIXTURES.

Yesterday's matches in the Hong Kong Cricket Club Tennis Tournament were postponed in consequence of the weather.

The following matches are fixed for to-day:—

Open Doubles.

Yew Man Tsun and Yew Man Kit v. Major W. B. Stevenson and Rev. F. P. W. Alexander (3rd round).

Club Singles.

S. E. Green v. H. Owen Hughes. Handicap Singles, J. B. Collis (roc 5/6) v. T. S. Price (roc 2/6).

NEW DATES.

The Lawn Tennis Sub-Committee have fixed the dates given below for the various matches.

Any player who does not turn up on the date fixed for his match will be scratched, unless adequate reason is shown. Any player may apply to Mr. Nibbet, the Chairman of the Lawn Tennis Sub-Committee, for a change of date.

MONDAY, APRIL 11th.

Open Singles.

F. A. Redmond v. N. Trambitzky. J. A. Casumbhoy v. T. Honda.

Open Doubles.

H. J. Armstrong and S. M. Garrard v. M. K. Lo and Horace Lo. S. S. Kwong and Ng Sze Ching v. Dr. D. S. Valentine and H. K. Valentine.

Club Singles.

E. Grimbly v. Capt. Morris.

TUESDAY, APRIL 12th.

Open Singles.

Yew Man Tsun v. J. W. Leonard.

Open Doubles.

S. E. Green and W. Hyde v. T. Honda and H. Akiyama.

Club Singles.

G. Miskin v. W. B. Cornaby.

WEDNESDAY, APRIL 13th.

Open Doubles.

Col. Russell Brown and L. Forster v. E. de Souza and F. Frazer.

I. M. Razack and J. A. Casumbhoy v. E. C. Fincher and E. F. Fincher.

Club Singles.

L. Forster v. R. G. Wilkerson.

THURSDAY, APRIL 14th.

Open Singles.

H. D. Runjahn v. winner of Lau Man Kwong v. T. Edo.

W. B. Cornaby v. winner of T. Honda v. J. A. Casumbhoy.

Club Singles.

Capt. Howard v. S. M. Garrard. C. C. Stark v. Beale.

THE POPULARITY OF BASEBALL.

BIGGER GATE RECEIPTS LAST YEAR.

KEENER COMPETITION THIS SEASON EXPECTED.

Baseball, the American National game, is becoming very popular in the Colony as may be seen from the Hon. Treasurer's report presented at the meeting of the Hong Kong Baseball Association, held yesterday evening at the American Consulate.

The meeting was presided by Mr. W. Logan and was attended by representatives from the South China Athletic Association, the Hong Kong Volunteer Defence Corps, the Filipino Baseball Club, the Japanese Baseball Club and the Club de Recreo.

The Hon. Treasurer, Mr. L. R. Edmondson, presented the statement of accounts which showed that receipts, including a balance brought forward of \$219, amounted to \$2,345, gate receipts being \$1,623 and annual subscriptions \$300. The balance in hand is now \$883, a very satisfactory state of affairs, especially as the heaviest item of expenditure was \$450 for the grand stand.

Secretary's Report.

Mr. Hin Wong, Hon. Secretary of the Association, stated in the course of his report:—

The problem of getting suitable umpires was not solved last year. Each team picked its own umpire before every game, and this, had proved most unsatisfactory. The secretary was asked to request every team to nominate an official umpire to serve at notice of the secretary, but this did not meet with much response, and nothing was done. "I would," the report continues

"Recommend that the Umpire Committee organize a board of umpires and designate from an official list two umpires to serve at each game. The Association has a ground at King's Park, known as Ground 'G,' but very little attention has been paid to its development, and I hope that a ground committee will be appointed this year."

Other Matters.

The problem of umpires was discussed, and it was suggested that a fee of \$5 be paid for each game, and that umpires should be asked to learn the rules of the game in order that the difficulty experienced last year should not be repeated. A committee will be appointed to go into this matter.

The representative of the Club de Recreo suggested that Sunday play be abolished, as it was very difficult last year to field a team on Sundays. This, however, was not considered advisable, as the gate receipts on Sunday's games had been greater than Saturday's.

The stand this year will be greatly improved. It will afford better shelter from the sun and be moved back so as not to too near the pitch. It will be up to the first base in order to prevent a crowd gathering there.

The Japanese representative complained of spectators crowding into the "diamond" last year. It was decided to rope the field after the manner of football grounds and to get the services of more policeman.

As regards the practice ground at King's Park, the President will appoint a Committee of three members to formulate rules and draw up a schedule of practice times.

It was decided that new entries which must be accompanied by \$50 must be sent in not later than April 30th. The season would begin at the end of May.

(Continued on next Column).

CRICKET.

UNITED SERVICES v. INTER-PORT TRIAL TEAM.

The game will be played on H.K.C.C. ground at 12.30 on Saturday, April 8th.

United Services:—Paym.-Comdr. Elstob (Frobisher), Pay-Lt.-Comdr. Reed (Frobisher), Lieut. Garrett (Frobisher), Lieut. Dalo (Tamar), Lieut. Tate (Bruce), Fl.-Lieut. Brewerton (Hermes), Capt. Morris I.A.S.C., Capt. Dobbie, 2 K.O.S.B., Capt. Bridgeland, R. Sig., Capt. Evers, R.A.P.C., and Gur. Fogden, R.A.

Inter-Port:—Surg.-Comdr. Hull (Maine), Lieut. Sturge (Hermes), Lieut. Sparks (Hermes), Lieut.-Comdr. Beatty (Hermes), and Pay-Lt.-Comdr. Shaw (Tamar).

Anyone unable to play please inform Pay-Lt.-Comdr. Shaw (H.M.S. Tamar).

HOME FOOTBALL.

LEAGUE RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 5th. In the Third Division (North) of the English League, Nelson beat Rochdale by three goals to one. In the Scottish League, Queen's Park lost to Hibernians by three goals to four.

It was stated that the volunteers would not be likely to enter a team this year, but there is a possibility of the Foreign Y.M.C.A. fielding a team. This team will include several H.V.D.C.

The South China Athletic Association have a number of new players from Japan and Honolulu and they are entering two teams this year. This will mean seven teams in the League this season.



Ask for

'Scotch' and you'll get a whisky—of some sort. Ask for 'Johnnie Walker' and you'll get the whisky—the right sort. Its quality and age are guaranteed the world over.

JOHNNIE WALKER

Guaranteed the same quality throughout the world.

BORN 1820—STILL GOING STRONG!

AGENTS
CALDBECK, MACGREGOR & Co. Ltd.
SHANGHAI HONG-KONG TIENTSIN

JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK, SCOTLAND.

A physician writes in the "Medical Press and Circular":
"Sanatogen has an immediate and remarkable effect shown by a steady increase of strength and energy."



Hullo! What's the trouble—Nerves?

Dame Sarah Grand, Mayocess of Bath, writes:
"Nothing ever does me so much good when I am run-down as Sanatogen. It sets me up and keeps me up again and again."

And Miss Olga Netherole, founder of the People's League of Health, writes:
"It is with great pleasure that I recommend Sanatogen, having greatly benefited by its effects."

"Now really, is there anything to cry about?"

"Oh, I feel so unhappy."

"Yes, so I see. But crying without any real cause can only mean one thing: Nerves. You should try Sanatogen for a few weeks. It will brace you up wonderfully and once your nerves and blood are right you will feel yourself again—more disposed to laugh than to cry. And it will give you new appetite too, and bring colour to your cheeks. It has done that very thing for me."

Sanatogen infuses into the cells of blood and nerves exactly those elements—phosphorus and albumin—from which bodily health and nerve-strength are derived. Over 24,000 physicians have written enthusiastic letters about the success they obtained with Sanatogen.

SANATOGEN

The True Tonic-Food

When you feel nervous or run-down, take Sanatogen for a few weeks and feel the difference in your own health.

Obtainable at all chemists and stores.

HONGKONG BOY'S SUCCESS
IN U.S.A.MASTER DANENBERG'S DEBUT
IN LOS ANGELES.HIGH PRAISE FROM MUSICAL
CRITICS.

Master E. C. Danenberg, the nine year old son of Prof. Emil Danenberg, who is well-known in Hong Kong, made his debut as a pianist at the Beaux Arts Auditorium, Los Angeles, on February 25th.

His skill excited the admiration of the musical critics. One wrote that his facility was wonderful, and his familiarity with the keyboard uncanny. The difficulty of the compositions and the excellent style in which they were rendered made it impossible, with closed eyes, to believe that only a child sat at the piano.

The *Pacific Coast Musician* in a long critique of the performance said:

"The programme was one whose difficulty and length well might tax the physical strength and memory of the mature pianist. However, it was carried through with flying colours. Master Danenberg, to be sure, cannot accomplish the muscular achievements of an adult; he would be a freak of nature if he could, instead of a healthy, normal lad of unusually fine talent. He shows a strong but not exaggerated sense of rhythm that speaks vitality, and he can bring primary melodic material clearly into relief against a secondary harmonic or contrapuntal background in a way that speaks musical intelligence as well as artistic feeling. This was well shown in his performance of a Bach Prelude and Fugue (in G), a Martini Gavotte and a Haydn Sonata (in D).

Obviously the lad has been carefully and intelligently trained in matters of fingers, wrists and arms, as well as in matters of style and interpretation. He played his difficult numbers with poise and surprising facility. He seemed absolutely devoid of self-consciousness. In fact, at times his unconcern gave a touch of humour to his playing, for while his fingers were frisking merrily over the keys he apparently was sizing up his audience—perhaps estimating how many were present, or looking for familiar faces. His two-piano numbers, with his father and only teacher, Emil Danenberg, at the second piano, were played with remarkable precision of tempo, phrasing and dynamics. All in all, the boy shows talent, ability and musical intelligence of an order that gives one a right to expect great things from him some day.

FARTHING TO GO.

WOMEN NO LONGER TAKEN
IN BY A CHEAP
SUGGESTION.LAST STAND EXPECTED IN
SCOTLAND!

The farthing is to be banished from the drapers' shops, and, judging from inquiries made by an *Evening Standard* representative, there will be no regrets at its going.

"It will be a gradual process, so far as we can see," Mr. A. Gowie, secretary of the Drapers' Chamber of Trade, explained, "but our members are saying that they will do better without it than with it."

"After all, it causes a good deal of trouble, and if ever women thought it 11½d. was a lot less than 2s., that psychology does not hold good now. They would be just as willing to pay 2s."

"But it does not mean that the price will necessarily go up to the even shilling. It may come down."

"What the drapers are thinking of is averaging cost on the over ranges of goods and charging the nearest price. Suppose one line works out at 5-11½d. each—the price would be 5½d. Suppose it were 2-11½d.—the price would be 2d."

"The principle is to make everything as fair as possible. The article now charged at 1s. 11½d. would become either 1s. 11½d. or 2s., according to which sum was nearest the average."

"It is proposed to retain the farthing for fabrics sold by the yard where it is impossible to fix the price without it."

Miss Ellen Wilkinson, M.P., also welcomed the death of the farthing on behalf of women shoppers.

"The farthing," she said, "was always a stupid nuisance. I don't believe women ever were taken in by it, but the drapers thought they were, and allowed a legend to grow up around it."

"Certainly the modern woman is not led away by it; she is just impatient of its nonsense."

"To shop assistants its disappearance will be a blessing. They will have simpler calculations to make, and not have to bother with the packet of pins or whatever is given as change."

HOCKEY.

MATCH CANCELLED.

On account of the rain yesterday, the hockey match between the Hong Kong Hockey Club and the 5/2nd Punjab was cancelled.

SPANISH PREMIER
INTERVIEWED.RULE OF ORDER AND
ECONOMY.

RESIST THE REDS.

"All nations without exception have need at present of stability and discipline to safeguard the inheritance of civilisation handed down to them by their forefathers and founded on right and justice."

This was the message given to me by General Primo de Rivera, head of the Spanish Government, when he received me in his study at the Ministry of War at the beautiful Alcala of Madrid, says the *Daily Mail* special correspondent.

The general is certainly one of the tallest of Premiers I have seen. Broad-shouldered and thick in girth, he makes a fine figure in his well-fitting khaki tunic of British cut and style, crossed by his British Sam Browne belt.

When I shook hands with him he had just come from seeing the King and he was unbuckling his sword. His breast glittered with decorations, prominent among which I noticed the French *Médaille Militaire*, the highest honour that can be conferred by France on a general, recently given him by Marshal Foch in the Rif, and most beautiful of all, the quinq. Grand Cross of San Fernando, a delicate silvered outline studded with rubies.

A story attaches to this cross, which is given for valour. Thirty years ago, when a young lieutenant, the general took part in one of Spain's many Moroccan campaigns and recaptured with only a dozen men a gun taken by the Moors.

I am extremely happy to receive a special correspondent of *The Daily Mail* at such a moment. That great newspaper has always fought for those ideas of progress in social order and security which I myself hold.

Fatal Red Menace.

At the present moment, with the germs of social decadence and revolutionary dissolution being sown broadcast throughout the world, there is not a single country which has not the duty of bracing itself in an effort to organise discipline to safeguard its birthrights and ensure the continuance of our civilisation.

We must all remain strong and united, and we must work unceasingly in a sober spirit of economy and good order if we wish to resist the fatal menace of this Red infection.

Such are the essential aims of my Government. We remember our glorious past, but we are specially intent on the future and are working for the growth of our national prosperity, and this we realise is only possible in calm and social quietude. That is why we are supported by all the healthy and active elements in Spain, as you will have perceived, and these form, I confidently believe, the vast majority of our nation.

My Government stands for the most ardent desires and aspirations of a country which only demands a strong, honest, and disciplined administration, knowing how to make itself respected and basing all its efforts on the continuity and stability of a policy which is essentially modern, realist, and national.

Makes All Decisions.

General Primo speaks in clear, incisive tones, and with a rapid delivery. A slight wave of the hand, a piercing glance from his deep-set eyes emphasise any point he wishes to make.

A soldier, fond of out-of-door life and movement, he has set himself a rigid office routine. From early morning to nine or ten at night he is busy at his desk; indeed, that desk is a symbol of the disciplined mind which now presides over the Spanish Government.

In neat piles before him are masses of reports, marshalled like so many companies of soldiers on the parade ground. These are flanked on either side by thick portfolios of morocco leather, portfolios of scarlet, green, or purple containing the documents of different Ministries, for the Premier makes all final decisions himself and from that desk controls the whole government of Spain.

Beyond the presence of his staff of busy secretaries, his personal adjutants, prominent among whom are the Duke of Rivas, Colonel Almagro, and the Commandant la Guardia, and half a dozen orderlies, there is no ceremony or military pomp at the general's private suite.

Cafe Chats.

Outside there stands a police car to follow him when he motors through the capital, but General Primo is the despair of his escort, for when free from office care at night he loves to stroll through the fine avenues to visit theatre or concert-hall performances or very late in Madrid—or to sit in a cafe with one or two intimate friends.

With the intimacy of an old campaigner, he refuses to listen to stories of plots or danger.

As I went to see the general I noticed two things which sum up the present situation. The first was the deserted Chamber of Deputies, with its locked doors still guarded by its massive bronze lions. The second was the new Grand Via, with its scores of great new buildings, scaffolding-enveloped, which are pushing their heads skywards. Parliament is sleeping but Spain is working.

THE NEW MINELAYER.

AN EXPERIMENTAL MOTOR
SHIP.

The *Adventure* will pass into service about the end of next month, replacing the *Princess Margaret* in the Atlantic Fleet. She will probably do a good deal of independent cruising to test her Diesel engines, but her nominal function will be to continue the training of officers and men in minelaying. It is interesting to reflect upon the changes which are brought about by the whiff of time. Before the Great War we held minelaying to be outside of the rule of civilized warfare, save for purely defensive purposes, and the Hague Convention gave effect to this view. So conscientiously did we observe this principle that the early days of the war found us quite unprovided with mines, even for strictly legitimate defensive purposes, and the Russians lost no time in showing her contempt for the Hague Convention, and her first naval loss in the war was the *Königin Luise*, sunk by destroyers of the Third Flotilla whilst laying mines in the approaches to the Thames on August 5th, one day after the beginning of hostilities!

Experience soon demonstrated the potentialities of the modern "mine machine," both as an aggressive and the defensive weapon, and the British Admiralty had no choice but to respond to the German methods. Any vessel can be imperilled to lay mines, and the *Adventure* is the first ship specially constructed for the purpose. Her official description is that of "minelaying cruiser," but the relative lightness of her armament seems to render the term rather contradictory. In any case it is clear that she is not designed to meet cruisers of her own size in combat, whilst on the other hand, her speed is quite inadequate to getting away from the class of ships of this designation which all the principal naval powers are now building. In fact, the *Adventure* appears to us rather as an experiment in motor power, with a designation which is more or less nominal.

All the other naval nations have adopted the submarine as the most effective "mine-laying" unit, and, seeing that secrecy is obviously an important quality in a mine-laying vessel, it is not clear why the British Admiralty have favoured the surface cruiser, unless the explanation be as we suggest. A minelayer as a Fleet unit is probably intended primarily for defensive purposes, and, therefore, her operations would be of a limited character.—*Naval and Military Record.*

Conditions existing at St. Bartholomew's Hospital, spoken of by the Lord Mayor, Sir Rowland Blades, M.P., at the Mother Hospital of the Empire, were described at a luncheon at the Mansion House as "almost a disgrace."

The luncheon was in connection with the appeal for £200,000 for improvement and extensions of the hospital. Lord Stanmore, who is treasurer of "Barth's," said, "Our ward blocks are over 200 years old, and they require most drastic reconstruction. A worse case still is that of our operating theatre. We have only one theatre which can be said in any way to meet the conditions of to-day. Some of our theatres are lean-to buildings and some of us compelled, he said, to conduct the surgical cases have to be taken across the square in all kinds of weather to be treated."

"I saw things there that are almost a disgrace," said Sir Berkeley Moynihan, president of the Royal College of Surgeons, who made an inspection of Barth's.

Passengers.

Per s.s. *President Jackson*, on April 6th.—For Hong Kong: Mr. and Mrs. A. C. Aubrey, Mrs. M. Anderson, Mr. H. Bell, Mrs. P. E. Bousfield, Master B. A. Bousfield, Master R. D. Bousfield, Miss Bousfield, Master L. Bousfield, Miss Bousfield, Miss E. Darrab, Mr. T. J. Evans, Mr. W. J. Gorman, Mr. and Mrs. F. S. Hays, Mr. J. E. Henry, Mr. R. M. Johnson, Mr. Raymond Lancet, Mr. Y. L. Lee, Mr. and Mrs. Grant Pelton, Mr. Geo. Pollard, Mr. and Mrs. J. A. Powell, Miss Virginia Powell, Mr. A. C. Rozario, Mr. K. Sorenson, Mr. M. Schneerson, and Miss E. Thompson. Among passengers passing through on their way to Manila were: Mrs. M. P. Alger, Mr. J. B. Briggs, Mr. and Mrs. John P. Davies, Miss A. Furman, Mrs. F. S. Flock, Master Flock, Mr. and Mrs. J. P. Glass, Master Jack Glass, Mr. A. W. Hogan, Mr. Geo. A. Keir, Mr. K. M. Mitchell, Mrs. B. A. Paden, Master J. Paden, Mrs. J. E. Stamper, Mr. J. G. Sanchez, Mrs. O. Strijevsky, Miss T. Strijevsky, Mr. R. C. Smith, Miss F. Theroff, and Mr. R. Zaninger.

Flight of "Barth's."

Conditions that are "almost a disgrace."

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Cuticura Soap Shampoos
Keep The Scalp Healthy

Regular shampoos with a trace of Cuticura Soap and hot water, preceded by light applications of Cuticura Ointment, are most effective. They do much to cleanse the scalp of dandruff, allay irritation, stimulate circulation and promote the healthy condition necessary to a luxuriant growth of hair.

Soap, Cuticura, and Shampoos sold throughout the world. Write for a free trial sample. Send 10c. to Cuticura Soap Co., New York, N.Y. Try the Cuticura Shampoo Stick.

CONSIGNEE NOTICES.

"dLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM
VIA PORTS.

THE Steamship "OARMARTHENSHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 18th instant, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Godard and Douglas, on 18th instant, at 10 a.m. Claims against the Goods must be presented on or before the 18th instant, at 10 a.m. Claims against the Goods must be presented on or before the 18th instant, at 10 a.m. Claims against the Goods must be presented on or before the 18th instant, at 10 a.m.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 6th April, 1927. [4783]

THE BEN LINE STEAMERS,
LIMITED.FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

The Steamship "BENBROOK."

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 23rd instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th instant, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 2nd April, 1927. [4789]

HONG KONG METEOROLOGICAL
REGISTER.

Hong Kong Observatory, April 6th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 8 a.m.	at 4 p.m.
Barometer...	29.28	29.83	29.77
Thermometer...	59	59	60
Humidity...	78	91	94
Wind...			
Direction...	E	E	E
Force...	0	0	0
Weather...	0.00	0.00	0.04
Rain...			

Highest open-air Temperature, 5th: 61
Lowest open-air Temperature, 6th: 55

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From April 7th to 12th, 1927.

	High Water	Low Water
Days of Week		
Month		
Time		
Height		

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"CHENAN"	On 7th April, 10 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 7th April, Noon
SHANGHAI	"CHENGTO"	On 8th April, 6 a.m.
SHANGHAI & TSINGTAO	"SOUCOW"	On 9th April, 6 a.m.
SWATOW, SINGAPORE & BANGKOK	"KWEIYANG"	On 9th April, 10 a.m.
SWATOW, SHANGHAI, NEWCHOW & DALNY	"LIANGCHOW"	On 10th April, 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 10th April, Noon
SWATOW, SINGAPORE & BANGKOK	"KINGYUAN"	On 10th April, 4 p.m.
AMOY, SHANGHAI & TSINGTAO	"SINKIANG"	On 11th April, 6 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 13th April, 4 p.m.
SHANGHAI & TSINGTAO	"SUIYANG"	On 16th April, 6 a.m.
AMOY, SWATOW & SINGAPORE	"ANKING"	On 17th April, 6 a.m.
SWATOW, SHANGHAI, NEWCHOW & DALNY	"KANCHOW"	On 17th April, 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 17th April, Noon

Saloon Passage Rates, Hong Kong to Shanghai and vice versa, have now been reduced to 800 SINGLE and 800 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Telephone: Central 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong on or about	Sailing Hong Kong on or about
CHANGTE	8th April	15th April
TAIPING	17th May	14th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July

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Sailings from Hongkong.

S.S. "TRUCOER"	... Via Suez Canal	8th April.
S.S. "CITY OF DUNKIRK"	... Via Suez Canal	20th April.
S.S. "EUMAEUS"	... Via Suez Canal	8th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO BOSTON AND NEW YORK

M.V. "JAPANESE PRINCE" ... 6th May, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince. King's Building.



LIGNES COMMERCIALES (Cargo Boats). Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK, etc. "CAPT. FAURE" ... 15th April. "ST. KIANG" ... 15th May.

S.S. "MIN" due to arrive from DUNKIRK, LONDON, HAVRE about the 22nd April.

SERVICES CONTRACTUELS (Mail Services)

Steamers	Sailings from Marseilles	Arr. at Hong Kong (Sailings for Shanghai and Japan)	Sailings from Hong Kong for Marseilles
G. METZINGER	...	12th April	26th April
AMAZONE	...	10th May	14th May
CHENONEREAUX	...	24th May	24th May
ATHOS	...	7th June	7th June
D'ARTIGNAN	...	24th May	21st June
ANGERS	...	...	...

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance). A Class 1st Class ... 85. 0s. 0d. B Class 1st Class ... 85. 0s. 0d. C Class 1st Class ... 85. 0s. 0d. D Class 1st Class ... 85. 0s. 0d. E Class 1st Class ... 85. 0s. 0d. F Class 1st Class ... 85. 0s. 0d. G Class 1st Class ... 85. 0s. 0d. H Class 1st Class ... 85. 0s. 0d. I Class 1st Class ... 85. 0s. 0d. J Class 1st Class ... 85. 0s. 0d. K Class 1st Class ... 85. 0s. 0d. L Class 1st Class ... 85. 0s. 0d. M Class 1st Class ... 85. 0s. 0d. N Class 1st Class ... 85. 0s. 0d. O Class 1st Class ... 85. 0s. 0d. P Class 1st Class ... 85. 0s. 0d. Q Class 1st Class ... 85. 0s. 0d. R Class 1st Class ... 85. 0s. 0d. S Class 1st Class ... 85. 0s. 0d. T Class 1st Class ... 85. 0s. 0d. U Class 1st Class ... 85. 0s. 0d. V Class 1st Class ... 85. 0s. 0d. W Class 1st Class ... 85. 0s. 0d. X Class 1st Class ... 85. 0s. 0d. Y Class 1st Class ... 85. 0s. 0d. Z Class 1st Class ... 85. 0s. 0d.

For full Particulars, apply to— Cie des MESSAGERIES MARITIMES, Telephone: Central 740. CONSIGNATION—TRANSIT—REPRESENTATION.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

April 6th.
Kingman, British str., 1,448 tons, Capt. Johnstone, from Singapore and Hoihow with a cargo of timber, lying at buoy No. B13—B. & S.
Koto Maru, Japanese str., 918 tons, Capt. K. Yuyata, from Canton, lying at O.S.K. Wharf—O.S.K.
Kwayo Maru, Japanese str., 4,368 tons, Capt. T. Yoshitake, from Wakamatsu and Karatsu. The latter port she left on March 30th, with 5,433 tons of coal, lying at buoy No. B54—Y.K.K.
Szechuen, British str., 1,394 tons, Capt. J. R. Shearer, from Canton, with a general cargo, lying at buoy No. B9—B. & S.
Winguen, Chinese str., 603 tons, Capt. J. A. De Lencos, from Port Bayard and Macao, with a general cargo, lying at buoy No. C40. Yew Kee Co.

April 6th.
Hosan Maru, Japanese str., 2,340 tons, Capt. H. Oyama, from Swatow, with 800 tons of coal and merchandise, lying at O.S.K. Wharf—O.S.K.
Hydrangea, British str., 560 tons, Capt. Wm. Peritt, from Port Bayard, with a general cargo, lying at Chiu On Wharf—Chiu On S.S. Co.
Kanchow, British str., 1,223 tons, Capt. Wm. Lumsden, from Canton, lying at buoy No. C17—B. & S.
Kwangtung, British str., 1,572 tons, Capt. R. T. Stephens, from Bangkok and Kohsichang, with a general cargo, lying at buoy No. B30—B. & S.
Ming Sang, British str., 969 tons, Capt. W. W. Hipkins, from Canton, lying at buoy No. C33—Jardine, Matheson & Co.
Nam Sang, British str., 2,691 tons, from Singapore, which port she left on March 30th, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.
President Jackson, American str., 6,377 tons, Capt. John Griffith, from Seattle, which port she left on March 15th, with a general cargo, lying at Kowloon Wharf—American Mail Line.
West Vajont, American str., 3,329 tons, Capt. O. E. Thorsen, from Francisco and Manila, the latter port she left on April 3rd, with 1,350 tons of general cargo, lying at buoy No. A29—Swayne Hoy Inc.

CLEARANCES.

April 6th.
Achilles, for Mike.
Benroch, for Shanghai.
Chenan, for Canton.
Edmore, for Manila.
Fai Lu, for Swatow.
Huang Sang, for Swatow.
Hubro, for Canton.
Koto Maru, for Swatow.
President Jackson, for Manila.
Szechuen, for Shanghai.
Tak Hing, for Amoy.
Tjekwang, for Linting Island.
Yogo Maru, No. 1, for Tsingtau.
Yenon, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. Saarbrücken, on April 6th, Messrs. F. Konig, A. de le Muller-Wasser, W. Narandias, M. Roye, Anne Wahn, H. H. Brown, Mr. and Mrs. J. F. Gale, Messrs. M. Kattwinkel, J. Glusing, E. Liedke, P. E. Thomas, M. L. Weish, and C. Fiedick.

DEPARTURES.

Per s.s. Antwerp, on April 6th, for United Kingdom via Singapore and Marseilles—Mr. and Mrs. A. M. Annett, Master G. A. Annett, Master E. J. Annett, Mrs. L. Yates, Master R. A. Yates, Miss D. Yates, Miss J. B. Smith, Mr. W. Benson, Mr. P. Plage, Miss E. Webster, Mrs. N. B. Slater, Miss M. S. Slater, Miss D. R. Slater, Mr. and Mrs. N. L. Raitton, Master N. L. T. Raitton, Miss E. Priestland, Mr. F. L. Lowy, Mrs. Bousfield and two children, Miss W. Yates, Mr. and Mrs. C. Stratford and infant, Mr. D. W. Morley, Mr. R. L. Frost, Mr. R. L. Stewart, Mr. G. B. Layton, Miss F. Hamilton, Rev. I. Kanazi, Mrs. K. Eglend, Mr. L. K. Verma, Mrs. T. de Lilliehook, Mrs. E. Zimmin, Mr. S. D. Begg, Mrs. M. Cobbett, Miss P. M. Cobbett, Dr. and Mrs. J. Edgar, Master J. W. Edgar, Mrs. S. G. Fenton, Miss B. E. Fenton, Mr. and Mrs. F. Fletcher, Miss G. M. Fletcher, Mr. and Mrs. R. D. Gillespie, Miss H. D. Gillespie, Master J. R. Gillespie, Miss D. Gillespie, Mr. and Mrs. J. S. Green, Miss A. V. Green, Mr. and Mrs. F. G. Harrison, Miss E. W. Harris, Mrs. H. Jory, Master J. Jory, Mr. and Mrs. W. O. Keats, Mr. A. E. Lanning, Mrs. M. Macfarlane, Mrs. M. H. Nairn, Mr. and Mrs. E. Roth, Master E. G. A. Roth, Mrs. M. C. Stringer, Master M. Stringer, Mr. and Mrs. A. R. Rickard, Miss E. J. Rickard, Mrs. A. Walpole, Mr. H. Jory, Mrs. S. G. Fiemons, Master Fiemons.

Per s.s. President Pierce, for Seattle, on April 6th—Mr. C. A. Buxham, Mr. J. C. Cooley, Mr. and Mrs. C. H. Crocker, Mr. C. L. Dinsmore, Mr. H. W. Gerber, Mr. and Mrs. J. H. Moulton, Mrs. F. D. Papa, Mr. R. S. Parker, Mrs. H. L. Reeves, Master H. L. Reeves, Jr., Mrs. F. M. Stone, Lt. L. J. Webb, U.S.N., Mr. H. M. Cavender, Miss E. Kusnetsoff, Mrs. E. S. Welhaven, Miss B. Welhaven, Mrs. L. Welhaven, Miss L. G. Lyon, Mr. F. Morrison, Mr. A. Patterson, Mr. E. A. Asuzano, Mr. J. C. Cooper, Mr. H. T. Edwards, Miss E. S. Hardie, Miss B. J. Moore, Mr. and Mrs. C. A. Massoll, Miss B. Massoll, Miss E. O'Malley, Miss H. O'Malley, Mr. and Mrs. R. H. Steininger, Miss D. Steininger, Miss Mable S. Soule, Mr. and Mrs. J. B. Thompson, Miss E. Thompson, Mr. W. G. Simpson, Mr. V. Lisamer, Lt. Cdr. H. M. Huntington Whiteley, R.N., Lt. C. R. Wombwell, Mr. and Mrs. D. H. Heuterman, Miss J. J. Ferguson, Mrs. Shoffer, Mr. H. B. Hammond, Mr. Fuldner, Mr. and Mrs. Don. Tining, Mrs. A. M. Horder, Master Horder, Mr. F. S. Mott, Mr. and Mrs. C. A. Fisher, Mr. G. E. Fisher, Mrs. W. A. Finkbine, Mr. and Mrs. S. Bringer, Mrs. Frances Gradwell, Miss Mary Hyatt, Dr. J. E. Milward, Mrs. de W. J. Adams, Mr. A. C. Wertheim, Mrs. A. Muller, Mr. and Mrs. M. L. Jordan, Miss I. Jordan, Mr. and Mrs. J. E. Barnes, Mr. and Mrs. H. Von Greim, Master H. Von Greim, Mr. H. Ferber, Mr. G. Talberg, Mr. E. K. Wikane, Mr. E. F. Stanton, Mr. and Mrs. E. G. and A. N. Linanoff, and Master Gregorio Linanoff.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

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A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JACKSON ... Tuesday, April 12th, 5.00 a.m.

PRESIDENT MCKINLEY ... Tuesday, Apr. 25th

PRESIDENT LINCOLN ... Tuesday, May 10th

PRESIDENT CLEVELAND ... Tuesday, May 24th

PRESIDENT PIERCE ... Tuesday, June 7th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Connecting with Steamship	From N. York	Arriving at
Apr. 12	San Francisco/Aquitana	May 11	C'burg-S'ampton May 17
Apr. 20	Seattle/Geo. Washington	May 18	P'mth-C'burg May 27
Apr. 28	San Francisco/Hepatica	May 25	P'mth-C'burg June 6
May 4	Seattle/Aquitana	May 31	C'burg-S'ampton June 6
May 10	San Francisco/Homeria	June 11	P'mth-C'burg June 17
May 18	Seattle/Mauretania	June 18	P'mth-C'burg June 21
May 24	San Francisco/Majestic	June 25	C'burg-S'ampton July 1
June 1	Seattle/Berongaria	June 29	C'burg-S'ampton July 5
June 7	San Francisco/Olympic	July 10	C'burg-S'ampton July 15
June 15	Seattle/Aquitana	July 18	C'burg-S'ampton July 19
June 21	San Francisco/Homeria	July 23	C'burg-S'ampton July 29
June 29	Seattle/Mauretania	July 27	P'mth-C'burg Aug 3

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT TAFT ... Wednesday, April 20th

PRESIDENT JEFFERSON ... Wednesday, May 4th

PRESIDENT TAFT ... Wednesday, May 18th

PRESIDENT MADISON ... Wednesday, June 1st

PRESIDENT JACKSON ... Wednesday, June 15th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—

PORT SAID—ALEXANDRIA—NAPLES—

GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT POLK ... Tuesday, Apr. 12th, 8.00 a.m.

PRESIDENT ADAMS ... Tuesday, Apr. 26th, 8.00 a.m.

PRESIDENT GARFIELD ... Tuesday, May 10th, 8.00 a.m.

PRESIDENT HARRISON ... Tuesday, May 24th, 8.00 a.m.

PRESIDENT MONROE ... Tuesday, June 7th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT POLK ... April 12th, 8.00 a.m.

PRESIDENT TAFT ... April 12th, 8.00 a.m.

PRESIDENT MCKINLEY ... April 12th, 8.00 a.m.

PRESIDENT ADAMS ... April 26th, 8.00 a.m.

PRESIDENT JEFFERSON ... April 26th, 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).

Telephones: Central 2477, 2478 & 795.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAO via SWATOW & SHANGHAI	"HANGSANG"	Thursday, 7th April, at 7 a.m.
SANDAKAN	"MAUSANG"	Thursday, 7th April, at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"NAMSANG"	Friday, 8th April, at 7 a.m.
CANTON	"WAISANG"	Friday, 8th April, at 7 a.m.
SHANGHAI via SWATOW	"CHANGSANG"	Friday, 8th April, at 7 a.m.
TIENSIN	"MINGSANG"	Saturday, 9th April, at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Saturday, 9th April, at 3 p.m.
TSINGTAO via SWATOW & SHANGHAI	"WAISANG"	Wednesday, 13th April, at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Friday, 15th April, at 3 p.m.
TIENSIN	"CHIPSANG"	Sunday, 17th April, at daylight
TSINGTAO via SWATOW & SHANGHAI	"YATSANG"	Sunday, 17th April, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday, 20th April, at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON, £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE"	... 4th May.
Motor Vessel "GLENBEG"	... 1st June.
Steamship "CARNARVONSHIRE"	... 29th June.
Steamship "PEMBROKESHIRE"	... 27th July.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARMARTHENSHIRE"	... Due Hong Kong, 1st Port.
Motor Vessel "GLENBEG"	... 14th April.
Motor Vessel "GLENLARA"	... 3rd May.
Steamship "CARNARVONSHIRE"	... 18th May.
Motor Vessel "GLENSHIRE"	... 26th May.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

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NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... sails on or about 19th April

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

BRINDISI, VENICE & TRIESTE ... £72. 10s. 0d.

LONDON ... £80. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	... Sails on or about 28th April
M.V. "ROMOLO"	... Sails on or about 28th May

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "ROMOLO"	... Sails on or about 31st April
M.V. "ESQUILINO"	... Sails on or about 3rd May
S.S. "VENEZIA"	... Sails on or about 31st May
M.V. "ROMOLO"	... Sails on or about 28th June

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 3rd June

S.S. "UMVOLOSI" ... Sails from Calcutta 30th June

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1020. Agents.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.</

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

SAILINGS 1927.

STEAMERS	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Apr. 30	Apr. 31	Apr. 30	Apr. 30	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPEROR OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2

(E) Asia and E) Russia call at Nagasaki day after departure from Shanghai.

RAILWAY TRAVEL DE LUXE

THE TRANS-CANADA LIMITED.

The longest-distance all-sleeping car train on the North American Continent, offers a through unbroken service between the Pacific and Atlantic with no change of cars.

Vancouver to Toronto 83 hours 10 mins.
Vancouver to Montreal 88 1/2 hours.

THE MOUNTAINEER.

A daily solid through train of coaches, standard sleeping cars, dining cars and compartment observation sleeping car.

Vancouver to Chicago 83 1/2 hours.

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TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.Passenger Department: Tel. C. 752. Cable: "GACANPAO."
Freight and Express: Tel. C. 42. Cable: "NAUTILUS." [15]

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
• KOREA MARU (calls Keelung) ... Sunday, 17th April, at 10 a.m.
• SHINYO MARU ... Sunday, 3rd May, at Noon
• SIBERIA MARU (calls Keelung) ... Sunday, 15th May, at 10 a.m.
• Calls Los Angeles.SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
• ANJO MARU ... Thursday, 28th April
• BOKUTO MARU ... Wednesday, 8th JuneMARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.
• KAMO MARU ... Saturday, 9th April, at 11 a.m.
• KATORI MARU ... Saturday, 23rd April, at 11 a.m.
• ATSUTA MARU ... Saturday, 7th MaySYDNEY & MELBOURNE via Manila & Ports.
• AKI MARU ... Saturday, 23rd April
• MISHIMA MARU ... Monday, 23rd MayNEW YORK and/or BOSTON via PANAMA.
• TOBA MARU ... Saturday, 23rd April
• LISBON MARU ... Sunday, 1st MayLIVERPOOL via Singapore, Colombo, Port Said & Ports.
• LIMA MARU ... Wednesday, 13th AprilBUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
• KANAGAWA MARU ... Saturday, 23rd AprilBOMBAY via Singapore, Penang & Colombo.
• TAMBA MARU ... Monday, 11th April
• TOTTORI MARU ... Wednesday, 27th AprilCALCUTTA via Singapore, Penang & Rangoon.
• MALACCA MARU ... Sunday, 10th April
• PENANG MARU ... Thursday, 21st AprilNAGASAKI, KOBE & YOKOHAMA.
• MISHIMA MARU ... Saturday, 23rd AprilSHANGHAI, KOBE & YOKOHAMA.
• OSAKA MARU (Mojito direct) ... Friday, 8th April
• SEIYO MARU (Mojito direct) ... Tuesday, 12th April
• WAKASA MARU (Kobe direct) ... Wednesday, 13th April
• HAKONE MARU ... Monday, 18th AprilFor further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchange to all Depts.) [17]HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.Regular four-weekly services between
Japan, Vladivostok, China, Hong Kong, Manila, Singapore
and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

SAILINGS FOR EUROPE:

S.S. "OUDEKERK"	...	17th April
S.S. "SALABANGKA"	...	15th May

ARRIVALS FROM EUROPE:

S.S. "SALABANGKA"	...	8th April
S.S. "OUDEKERK"	...	3rd May
S.S. "GEMMA"	...	30th May

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—JAVA-CHINA-JAPAN LYN,
Agents.

Telephone: Central No. 1574. York Building [11]

Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.LOCAL AND THROUGH
CARGOES DOWN.FOUR VESSELS ARRIVED IN
BALLAST.

The returns for the 24 hours showed a decrease in local and through freights. This was accounted for by the fact that 4 vessels out of the thirteen arrivals came into port in ballast.

The Colony's imports were discharged from only five steamers. The total amount of general merchandise landed here was 3,433 tons. Of these, 903 tons were brought by two British vessels. The best return was 2,300 tons landed from the s.s. President Jackson (American) from Shanghai.

Coal.

Coal shipments were heavy. No less than 9,833 tons were landed here yesterday. These were brought by the s.s. Takoo Wan Yi (British) from Hongkong, 4,800 tons; and the Japanese steamer Kwayo Maru, from Karatsu, 5,433 tons.

Through Freights.

Although manifested on only three steamers, through cargoes were heavier than local imports being no less than 8,555 tons of general merchandise. Of these two British steamers accounted for 5,555 tons. The two best returns were shown by the s.s. Antenor, from Shanghai which carried 4,700 tons and the President Jackson, also from Shanghai was responsible for 3,000 tons.

During the period under review, there were 13 arrivals and 16 departures. The nationalities were:—British, 7 arrivals and 6 departures; Norwegian, 2 departures; American, 1 arrival and 2 departures; German, 2 departures; Dutch, 1 arrival and 2 departures; Japanese, 2 arrivals; Chinese, 2 arrivals and 2 departures.

The following were the cargo carriers:—

S.S. King Yuan (British) from Hoihow, 600 tons timber.

S.S. Hong Sang (British) from Canton, 355 tons general for other ports.

S.S. Antenor (British) from Shanghai, 3 tons general for Hong Kong, and 4,700 tons for other ports.

S.S. Takoo Wan Yi (British) from Hongkong, 4,800 tons coal for Hong Kong.

S.S. President Jackson (American) from Shanghai, 2,300 tons general for Hong Kong, and 3,000 tons for other ports.

S.S. Kwayo Maru (Japanese) from Karatsu, 5,433 tons coal for Hong Kong.

S.S. Yan On (Chinese) from Swatow, general 80 tons for Hong Kong.

S.S. Wing Wo (Chinese) from Macao, 150 tons general for Hong Kong.

The following vessels came into port in ballast:—

S.S. Seachosen (British) from Canton.

S.S. Ranchev (British) from Canton.

S.S. Tjilabot (Dutch) from Swatow.

S.S. Kotsu Maru (Japanese) from Canton.

DAILY WATERFRONT NEWS.

1,334 CHINESE ARRIVALS.

MORE STRINGENT SEARCHING.

[BY LONGHOREMAN.]

Marine Court.

Lt.-Comdr. J. B. Newill, D.S.O., R.N., Deputy Harbour Master, sat as Marine Magistrate for the first time yesterday.

The only cases before him were charges against two owners of cargo junks for obstruction in the Southern Fairway. Neither of the defendants attended Court and their bail of \$10 was estrated.

Vessels in Port.

There were 70 vessels in the harbour during the 24 hours ended at 9 a.m. yesterday. These were: British, 27; American, 3; Norwegian, 11; Japanese, 3; Chinese, 13; Dutch, 3; Portuguese, 2; French, 1; German, 1.

Chinese Passengers.

Chinese are still pouring into the Colony from Swatow. The returns for the 24 hours ended at 9 a.m. yesterday showed that of a total of 1,334 Chinese entering into Hong Kong, no less than 1,157 were from Swatow. These were brought by the s.s. Tjilabot.

New Searching Regulations.

New regulations for searching passengers embarking on steamers for ports in the Canton Delta are to come into force shortly, it is understood. Up to the present the police have begun their search of passengers luggage, etc., two hours before departure time. Passengers who have been in the practice of hiring deck chairs instead of putting up at boarding houses will not be able to do this, for travellers are not to be allowed on board the steamers until three hours before sailing time. This will greatly help the work of the searchers as they will not be handicapped in going through the ship by the presence of passengers.

Increase In Outgoing Passengers.

During this week the number of passengers leaving Hong Kong by steamers for Canton and the West River has continued to increase and both the large and smaller vessels have been full to capacity. They have had to turn away would-be passengers some time before sailing.

A Retirement.

Mr. J. S. McGavin, who has retired from the post of Superintendent Engineer of the China Navigation Company, after 19 years in that position, was last week presented by engineer officers of the Company with a handsome rose bowl. There was also a gift of a set of silver hairbrushes for Mrs. McGavin. Mr. McGavin joined the Company 32 years ago.

Shipping Movement.

The R.M.S. Empress of Russia arrived at Shanghai on Wednesday, April 6th, at 7 a.m. and leaves to-day (Thursday) at noon. She is due at Hong Kong on Saturday, April 9th.

The R.M.S. Empress of Canada left Kobe on April 6th at 3 p.m., and is due at Yokohama to-day (Thursday) at noon.

P. & O., British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KHYBER"	9,116	11th April, 4 p.m.	Malacca, L'bon, Dunkirk, Antwerp, Rotterdam, London, Antwerp & Hull.
"DEVANHA"	8,155	16th April, Noon	Malacca, London, Antwerp & Hull.
"ALIPPO"	8,273	20th April	S'pore, Penang, Colombo & B'way.
"DELTA"	8,097	27th April	S'pore, Penang, Colombo & B'way.
"MALWA"	10,330	30th April	Malacca, London & Antwerp.
"LAKSHMI"	8,253	1st May	S'pore, Penang, Colombo & B'way.
"NELLORE"	8,853	14th May	Malacca, London and Antwerp.
"KHYBER"	9,133	14th May	Malacca, London & Antwerp.
"KHYBER"	9,133	20th May	Malacca, London & Antwerp.
"KHYBER"	9,133	27th May	Malacca, London & Antwerp.
"KHYBER"	9,133	3rd June	Malacca, London & Antwerp.
"KHYBER"	9,133	10th June	Malacca, London & Antwerp.
"KHYBER"	9,133	17th June	Malacca, London & Antwerp.
"KHYBER"	9,133	24th June	Malacca, London & Antwerp.
"KHYBER"	9,133	1st July	Malacca, London & Antwerp.
"KHYBER"	9,133	8th July	Malacca, London & Antwerp.
"KHYBER"	9,133	15th July	Malacca, London & Antwerp.
"KHYBER"	9,133	22nd July	Malacca, London & Antwerp.
"KHYBER"	9,133	29th July	Malacca, London & Antwerp.
"KHYBER"	9,133	5th Aug.	Malacca, London & Antwerp.
"KHYBER"	9,133	12th Aug.	Malacca, London & Antwerp.
"KHYBER"	9,133	19th Aug.	Malacca, London & Antwerp.
"KHYBER"	9,133	26th Aug.	Malacca, London & Antwerp.
"KHYBER"	9,133	3rd Sept.	Malacca, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"JANUS"	4,824	17th April	Singapore, Penang and Calcutta
"PALMA"	10,000	24th April	do.
"TILAWA"	10,000	29th April	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	29th April	Manila, Sandakan, Iloilo, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,555	3rd June	
"ST. ALBANS"	4,520	1st July	
"ARAFURA"	6,000	29th July	

Regular Monthly Sailings from Hong Kong to Japan, & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolombagan, Tawau, Tumor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"JEYPORE"	7,648	15th April	Shanghai, Moji and Kobe.
"NELLORE"	8,853	18th April	Shanghai, Moji and Kobe.
"KHYBER"	9,133	18th April	Shanghai, Moji and Kobe.
"NYANZA"	7,023	25th April	Shanghai, Moji and Kobe.
"KORSA"	10,854	29th April	Shanghai, Moji and Kobe.
"TANDA"	6,555	3rd May	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [11]THE SWEDISH EAST ASIATIC
COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

m.v. "DELHI"	...	16th April, 1927
m.v. "SUMATRA"	...	18th May, 1927
m.v. "JAPAN"	...	8th June, 1927

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m.v. "SUMATRA"	...	8th April, 1927
m.v. "JAPAN"	...	30th April, 1927

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